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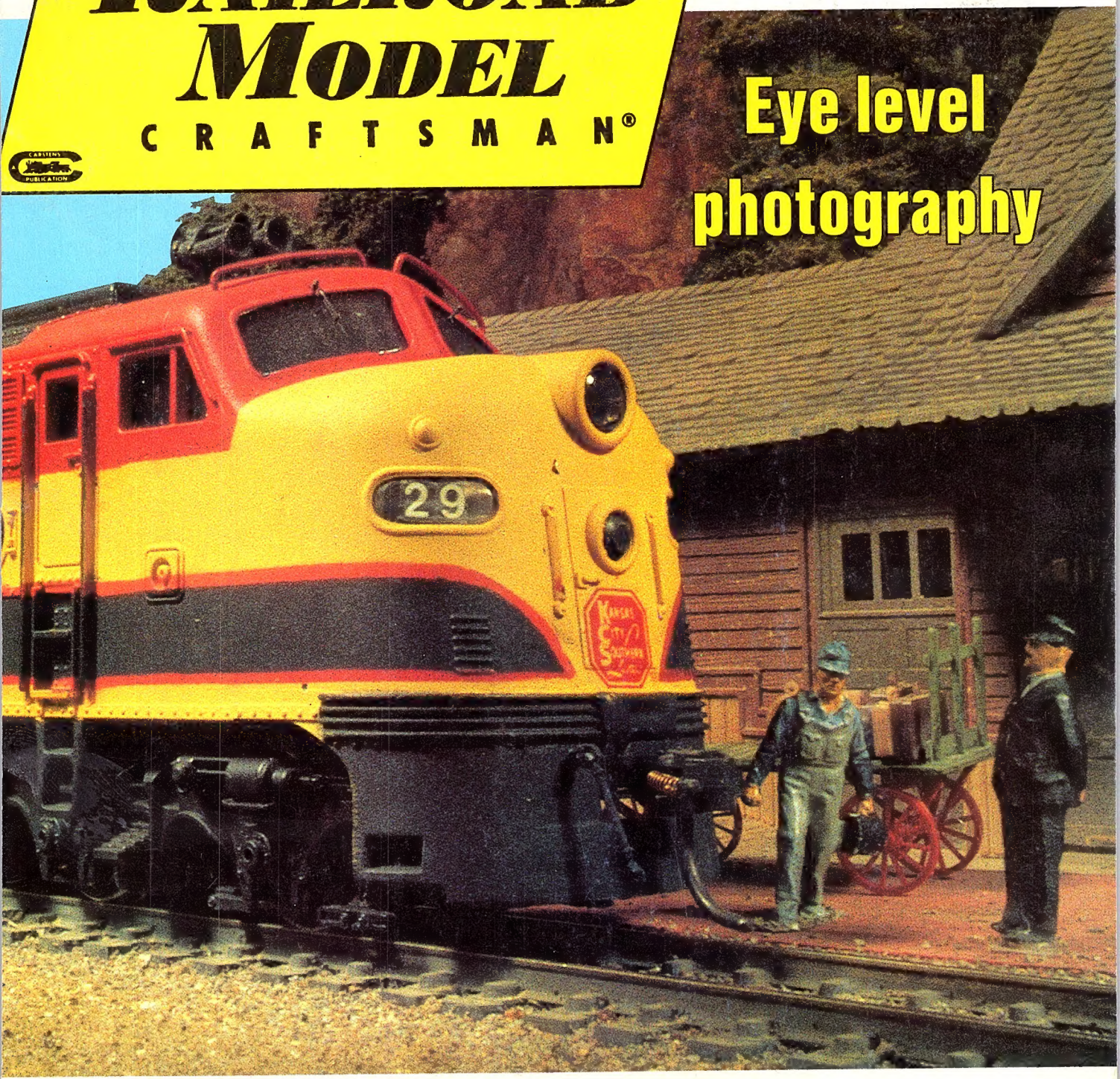
KALMBACH PUBLICATION

Eye level photography



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Prototype photo by George Drury.

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RAILROAD MODEL CRAFTSMAN®

October, 1985

Volume 54 Number 5

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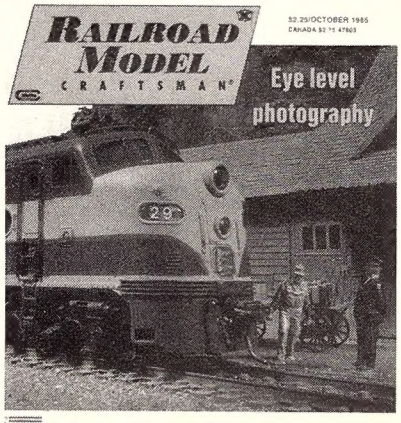

Modeling today's freight cars and yesterday's steam

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Cover

Have you ever wondered what your models would look like if you could shrink yourself down to scale size? Well, you can't do that, but Jim Fite has developed a way to photograph your models from that perspective and he shares it with RMC readers starting on page 68. That's Jim's photograph of his HO scale KCS E-unit on the cover.

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Coming next month

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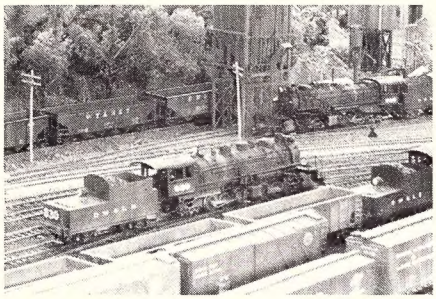

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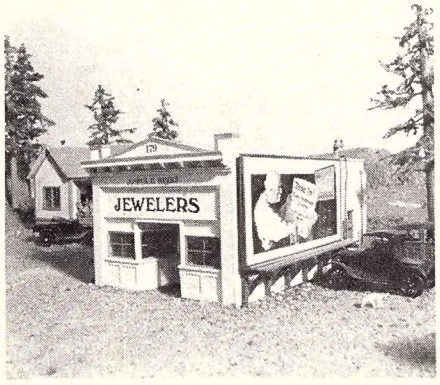

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Diesels, Diesels, Diesels: For all of you lovers of the internal combustion engine, next month we're going to run articles on kitbashing a CF7, drawings of both an Alco C430 and HH1000, plus articles on related topics such as painting and decaling them. If you like diesels, don't miss this.

Getting tanked: Jim Slaughter will finish up his tank car kitbashes with a 40-foot chemical tank car.

Indiana Northern: Our layout visit next month will be in the Midwest as we tour the HO scale Indiana Northern.

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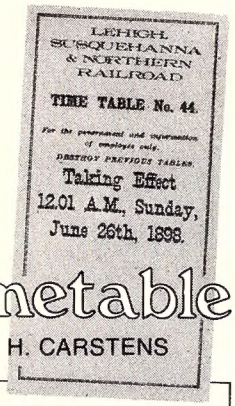
Notes on an old timetable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editorial/HAROLD H. CARSTENS

Model railroading ain't fun no more

We've heard several modelers complain lately that model railroading isn't the fun hobby it used to be. Model railroading has become far too expert say the critics. Electrical articles in magazines mandate that you connect your railroad to a computer and some modelers even operate a railroad on a computer without even having a model railroad! Detailing has become too critical and fine, is the lament. Scales have become too tiny. Kits have become too expensive. My models aren't good enough to compete. I don't have the patience to add all that tiny detail. Conventions have become a maze of political intrigue and flea markets.

Computers and $300 brass locos are here and you can enjoy them if they're your thing. But they're not typical of all model railroading. Relax and enjoy the hobby and forget your problems for a while.

My own Susquehanna Northern is quite large but it is simple in concept. There are times when I don't work on it at all and then I'll plunge in at full speed. The present project involves plastering the new mountain range behind Star Viaduct and the whole area is starting to look like a real railroad. The next major project will involve getting rid of the temporary wires and starting on the permanent wiring.

Books such as those by McClelland, Wesolowski, and Mallory offer a wealth of model railroad how-to information, as do back issues of RAILROAD MODEL CRAFTSMAN. These top modelers show you the latest techniques they use, but you don't have to include all the detail they include if you don't want it. One of the great model railroads of all time was the Railroads at Work exhibit at the 1939-40 New York World's Fair and it was instrumental in getting me into the hobby. This giant O gauge layout was complete, but a close up inspection of the equipment and structures revealed a tremendous lack of detail. Windows were painted on building sides, but the overall effect was great. The railroad was complete and ran beautifully. I still consider it one of the greatest model railroads I ever saw, and it ran beautifully before thousands of people. If it still existed I think today's modelers would be equally as impressed as I was then.

A few years ago I had the chance to visit the fine HO model railroad of Jock Oliphant. A great modeler, Jock garnered many top awards for his superb structure models yet I've never heard him say an unkind thing about efforts of lesser modelers. Installed on his layout, the intricate detail of his models is lost unless you can get right on top of the individual model for a very close inspection. Jock enjoys superdetailing his great models and he built them for inclusion in his railroad, not to place on a shelf. Most of us can get away with far less detail than Jock did. Jock, incidently, has shelves full of great old models of yesteryear that don't have today's detail. I think he enjoys them as much as I did.

Sometimes we're afraid to tackle a new technique for fear we can't master it. Craftsman type kits often look tough but aren't. Campbell kits, for example, take a few hours longer to build, but all the parts are there. Follow the instructions and it is hard to go wrong. The more expensive kits from Fine Scale Miniatures are packed with "millions" of parts but, again, they assemble easily step by step. And they're fun. There are many other manufacturers, too, with fine structure kits. Builders in Scale, for example, has large and small structures made from traditional materials and Funaro & Camerlengo uses polyester resin for their buildings.

Have you ever tried building a locomotive kit? They're offered by a variety of makers in many scales. Sometime try one from Mantua or Athearn (easy), or a somewhat more advanced one by Bowser or Arbour. Your hobby dealer will probably have other brands as well. O scale kits by Central Locomotive are trickier, but if you follow the step-by-step instructions carefully, you'll end up with a model that will cause other modelers to stop and look. They are packed with lost wax castings and other superb detail parts.

Plastic locomotives and cars are still good values for the money although they're higher priced than they used to be. You can run them as they come or you can paint them, decal them, rip off roofwalks, replace roofwalks, change trucks and couplers, or add whistles or bells or lights. Every once in a while I'll take a dozen and spray them tuscan or black or whatever is needed and give them a customized decal treatment. Most of my roster is made up of cars of the fallen flags: railroads no longer in separate existence or which have disap-

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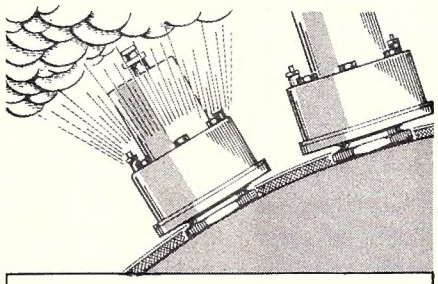
peared entirely. I look for cars which come as close as possible to the prototype I'm seeking and I'm sure some guys would keep looking for an exact prototype. Whit Towers could probably be talked into painting a 36 ft. truss-rodded boxcar green and lettering it Conrail. And he'd give you a good argument on why it is authentic.

If you don't belong to a local club, visit one the next time they have a meeting night. The coffee pot is usually on and they're often glad to have a visiting model rail and prospective member stop by, but try and let them know first that you're coming. You can also visit when they have their annual open house. Club membership gets the old juices flowing and makes you realize that your own efforts can contribute to the overall club pike. Model railroading continues to be the fun hobby at whatever level you set for yourself.

Hal

Safety Valve



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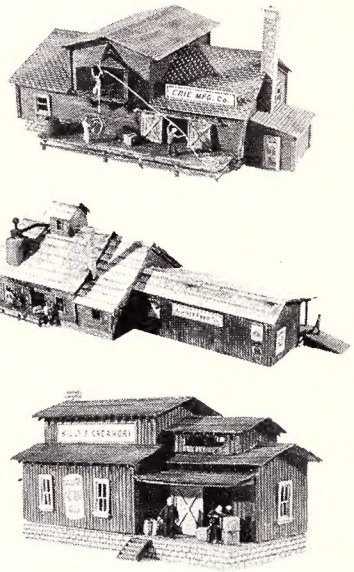
July RMC

Congratulations on the July issue of RMC. The Copper Country series was great, and the "Falling water" article is just what I was looking for. Matt Ostergrant's "Iowa Summer" was a beautiful example of the best of modeling and photography combined. My hat's off to him. Talk about the memories flooding back—wow!

RON KLINGBELL
Chicago, Ill.

BUILDING PLANS FOR THE SERIOUS MODELER



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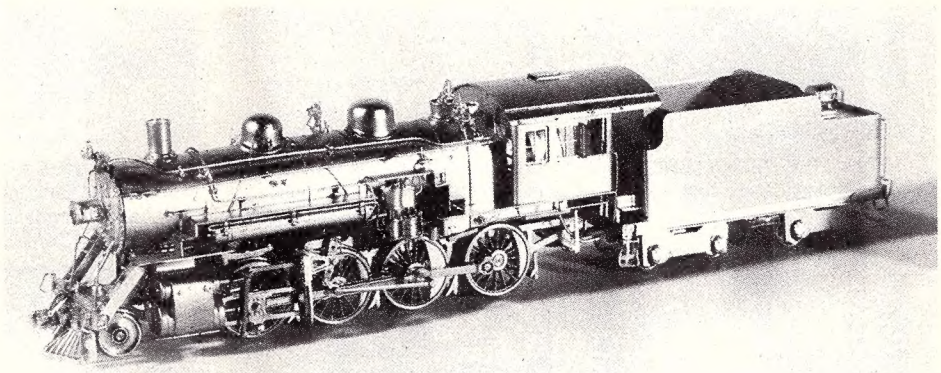
Our last advertisement presented you with a photo of our New Haven K-1 2-6-0 from Samhongsa and mentioned that it would be followed by a Boston & Maine R.R. Class K-7 2-8-0 this fall, also from Samhongsa. Here then is the pilot model for the "B" version of our B & M K-7 and the cab only from the "A" version. Note the wealth of detail even on the pilot model, where many rivets and other details found on the final models are usually omitted. We think that the photo will give you an idea of the quality you can expect in the production models.

Like our New Haven 2-6-0, the cabs of the K-7 models will be fully removable to facilitate easier painting of the detailed backhead. In fact, the **cabs** and **four other parts** of the K-7 models will be **interchangeable** between versions. This feature, combined with the easily removable head-end lighting gear and spare generator, will enable the modeler to accurately duplicate the majority of the K-7's found active in later years.

In use all over the B & M from the early 1900's through the early 1950's and on the fabled St. J. & L. C. and M. & W. R. lines from 1930 until the late 1940's, the K-7 was truely the standard New England 2-8-0. Look for it soon, direct or at our carefully selected dealers, for only $320. in either version or $365. factory painted.



Models of New England prototypes by people who know New England prototypes!

Current plans call for our B & M K-7 to be followed in early 1986 by our model of the Central Vermont Rwy. Class N-5a 2-8-0 and a Rutland R.R. Class K-1 4-6-2. See your dealer or write for further information. Occassionally you will see some model announced by New England Rail Service announced by some other importer as well. When that occurs we can only suggest that you be sure to see the New England Rail model before purchasing any other.

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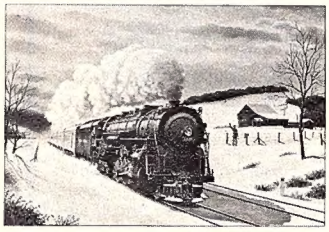
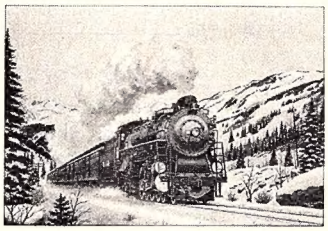


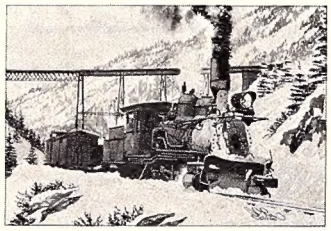
5044 INDIANA WINTERSET
To those we love and see each day and other loved ones... Merry Christmas and Happy New Year!—*artist H. Fogg*

5083 COLORADO EAGLE
May Christmas bring Friends to your Fireside, Peace to your Pathway...
—*artist Mike Danneman*

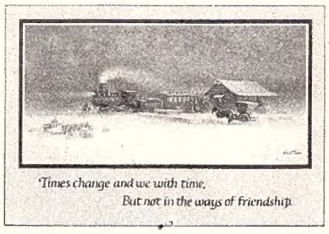


5072 ROCKY MOUNTAIN SUNRISE
Merry Christmas and a Happy New Year—*artist Howard Fogg*

5085 RIO GRANDE SOUTHERN COMIN' AROUND THE BEND
Merry Christmas and a Happy New Year—*artist James Starr*

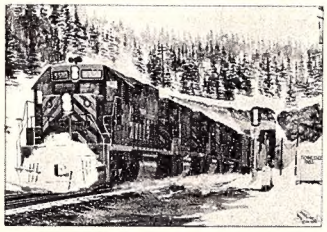


5079 GEORGETOWN LOOP
Merry Christmas and a Happy New Year—*artist Jan P. Rons*

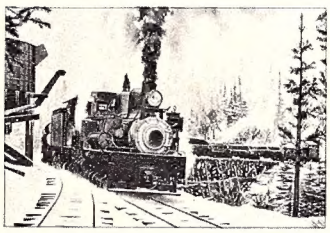


5077 HOME FOR CHRISTMAS
Let us keep Christmas...for its meaning never ends and its spirit is the...joy of Remembering Friends—*artist C. Smith*

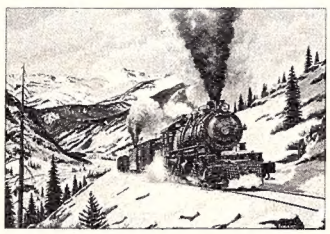
5005 THE GG-1 ON A CHRISTMAS RUN May the Peace and Happiness of the Christmas Season abide with you... all the Coming Year—*artist H. Fogg*



5084 TENNESSEE SUMMIT
With every good wish for Christmas and the New Year—*artist Jan P. Rons*



5068 WINTER ON THE WEST SIDE
Merry Christmas and Best Wishes for a Happy New Year—*artist Jan P. Rons*



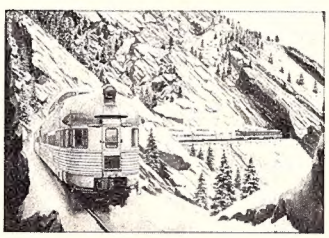
5078 MOFFAT MALLEY MOUNTAIN CLIMBER May you and yours this Christmas Day and every day this coming year be blessed...—*artist Fogg*

5081 CENTENNIALS MEET IN WEBER CANYON Merry Christmas and a Happy New Year—*artist Mike Danneman*

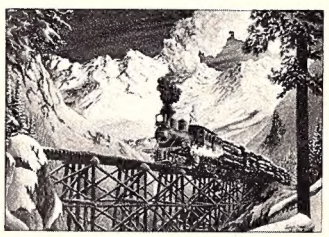
5037 ALASKAN MONARCH
May Peace be your Gift at Christmas and your Treasure throughout the New Year—*artist Howard Fogg*

5018 OLD-TIMER OF THE ROCKIES
May there come to you at this holiday time...Health, Happiness, and Enduring Friendships—*artist Howard Fogg*

5002 HOLIDAY LOCAL TO THE NORTH COUNTRY Peace and Good Will at Christmas and through all the New Year—*artist Howard Fogg*



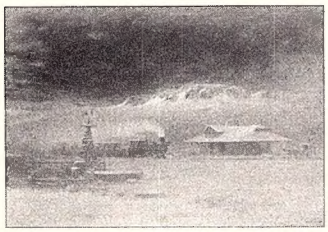
5065 THE CALIFORNIA ZEPHYR
With every Good Wish for Christmas and the New Year—*artist Howard Fogg*



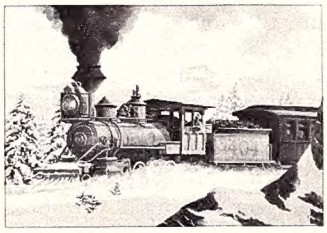
5087 BRADLEY LOGGER HEADS FOR HOME ...Let us keep Christmas holding it close to our hearts...its meaning never ends...—*artist J. Starr*

LEANIN' TREE

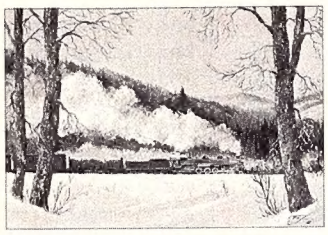
Box 9500-T-BK31, Boulder, CO 80301



5048 CHRISTMAS TRAIN Whatever else changes through the years, the glory of Christmas remains... May its light...bless you...—*artist C.J. Smith*

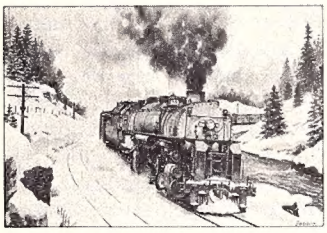


5050 To those we love and see each day and other loved ones far away... Merry Christmas and Happy New Year —*artist R.E. Pierce*

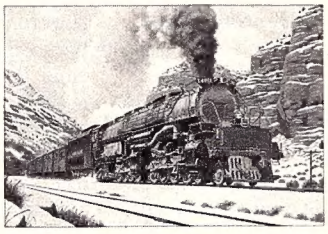


5086 BRINGING HOME THE TREES May there come to you at this holiday time an abundance of...Health, Happiness...—*artist Keith Fay*

5054 THE YANKEE CLIPPER Merry Christmas and a Happy New Year —*artist Howard Fogg*

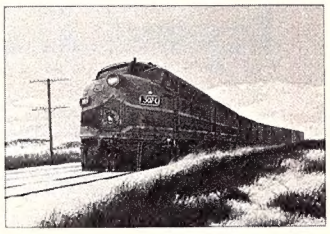


5053 BLUE MOUNTAIN WINTER-1940 Wishing you a Blessed Christmas and Happiness throughout the New Year—*artist Howard Fogg*

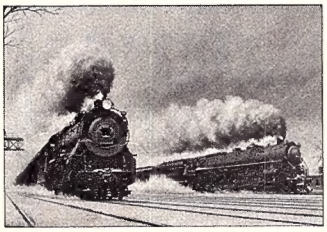


5082 BIG BOY IN ECHO CANYON Merry Christmas and a Happy New Year—*artist Howard Fogg*

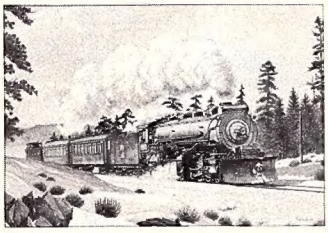
5066 THE AMERICAN ON A HOLIDAY RUN With every good wish for a Merry Christmas and a Happy New Year—*artist Gil Reid*



5080 GREAT NORTHERN ACROSS THE HIGH-LINE Wishing you an abundance of the good things...at Christmas...—*artist R.E. Pierce*



5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY Merry Christmas and a Happy New Year—*artist Howard Fogg*



5043 THE LOGGERS' SPECIAL May Christmas bring Friends to your Fireside, Peace to your Pathway... and Good Health...—*artist H. Fogg*

5038 THREE FOR THE HILL This brings a prayer at Christmas time that God will always bless...you and those you love...—*artist Howard Fogg*

5055 May Christmas bring to you the music of laughter...the warmth of friendship and the spirit of love —*artist Jodie Boren*

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5034	5050	5068	5081	5087
5037	5053	5072	5082	
5038	5054	5077	5083	

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CO. res. add 3% sales tax; CA. res. add 6% use tax.		$
Postage & Handling		$
Total Order	P&H	
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Iowa Summer

After reading the Boomer Trail Special by Matthew Ostergrant, "Iowa Summer", I can't help but feel disgusted. The article and photos were very nice until the point where everybody dies or moves off, the house and farm are in shambles and the tracks are abandoned. Good heavens, reality is bad enough as it is, so why include it in one's pleasure? Sure, Gus and Louisa are dead, but the farm could have been still run by the kids. The Iowa Central might be gone but Burlington Northern unit trains of grain or coal could exist. Change and continuation has got to be better than torn up tracks and dead folks. What a hurt.

MACK L. WALTER
Denton, Texas

Scale check

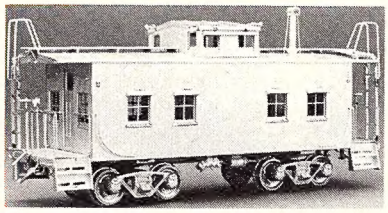
I would like to respond to the letter in your August issue from Mearl Luvaas who complained about advertisers not listing the scale of their product in their ads. Admittedly, this is a most desirable step and something that every manufacturer should do as a matter of course. However, it is not hard to understand where the problem comes from. On our recently released plastic kit, we spent over a year tinkering with the molds to get them running and to do the accessory work, such as preparing ad copy, labels, instruction sheets, decals, etc. The problem is that you get so close to a product that you don't think about what scale it is. Obviously it's HO; any fool can see that just by looking at it. Right? You forget that the potential customer has never seen it before.

This happened to me, and I didn't realize it until one of my direct mail customers wrote in and asked. By golly, he was right! No mention was made of the scale on our ads, flyer, or anywhere!

As for having your ad agency check this for the advertiser, few if any members of the trade use advertising agencies. There are something like 500 businesses in this field, 90% of which are basement operators. It would be a nice service if the ad departments of the magazines would check that matter and consult with the manufacturer when needed.

ROBERT A. BOYD
Loma Linda, Calif.

HO SCALE
Electrick
TRAINS



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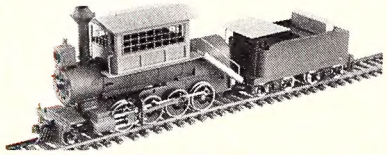

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P.C.H. CAMEL KIT LESS 2-8-0..19.95
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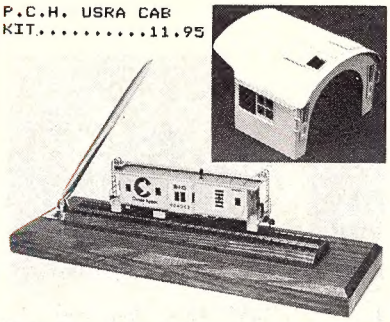

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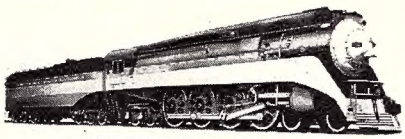

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Prototype Photo - Carstens Collection

Watch for new releases to be announced!

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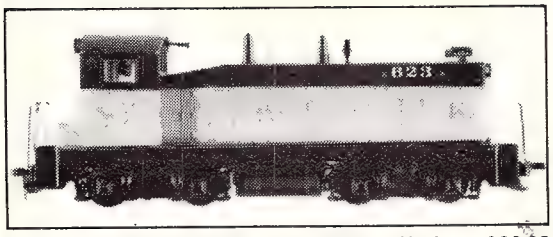
1 CON-COR KATO HO Locos

A new line of HO locomotives from Con-Cor, made for us by KATO. Kato has supplied much of our N line for over 20 years — now we will have HO Kato too! The first loco will be an SW-7, so your yards will have a smooth running reliable switcher. Due in October in a variety of prototype roads.



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3 Con-Cor HO ROUTE 66

Con-Cor is entering the HO vehicle market with our lineup of *Route 66* brand vehicles. First up will be a series of highway 18 wheelers, box trailers, dump trailers, highway tankers, flat beds, etc. Coming later will be HO scale automobiles. The BEST PART is that they will be at *popular prices!*

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2 CON-COR/RIVAROSSI HO

Con-Cor, a respected name for years in N scale modeling makes the following announcement: New management at Rivarossi is teaming up with Con-Cor to bring you not only a revitalized line of existing HO Rivarossi, but a whole train full of **new HO Rivarossi.** First deliveries this fall!

NEW YORK CENTRAL LINES **The Cardinals Train**

To introduce you to the new **"CON-COR/RIVAROSSI"** team, and the new line of HO models, we wanted to start out with a new item that would be unique. The very first item we are getting from Rivarossi in HO is a model of the famous *Cardinals Train* of 1926 — 7 fancy cars pulled by a special version of the Rivarossi J3a Hudson. *Available in a special* **collector's set** *only* of 7 cars+locomotive. (Fall 1985)

The history of this train can be found in Arthur Dubin's book *Some Classic Trains,* but to summarize, in 1926 the Pullman Company and the New York Central teamed up to put together a special train to provide transportation between New York and Chicago for Cardinals of the Catholic Church who were attending the 28th Eucharistic Congress. The fancy paint job lasted only a few weeks — the cars were repainted in normal Pullman colors and returned to regular service. A truly unique train set, brought to you on the inaugural run of HO service between Rivarossi and Con-Cor. 0007-000001 ..... $259.98

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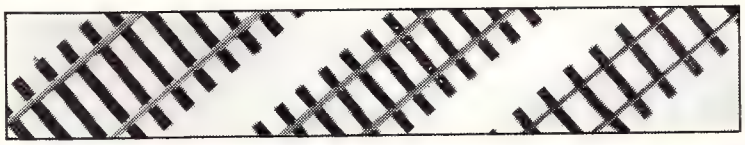

HO Scale Modelers

More Information!

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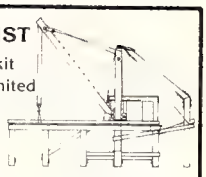

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Where were you when the June 1985 edition was out? I have read your features on the Tule Springs & Western and the Aspen Northern. Neither article mentions what scale is modeled. It appears to be HO, especially where Frank Burke is pictured. Newcomers to the hobby may not be familiar with the fact that Peco track is both HO and N. Please remember to mention the scale somewhere in the article.

JACK W. TUNSTILL
Lynchburg, Virg.

We missed the mark here—both layouts are HO scale.—W.C.S.

Modeling experience

I enjoyed the nice commentary in the August issue NOTES ON AN OLD TIMETABLE. I certainly agree that "state-of-the-art" translates into using whatever techniques necessary to produce the desired effect—or to get the job done relative to one's own abilities and modeling situation.

As a person who makes his living building or in some way working with things in miniature, I try to keep up with the latest materials and techniques so that I might better improve my own modeling efforts. There is some fantastic modeling taking place across the country, and I'm glad to see it being presented in the model press (like Joe Crea's masterful 1/2" diorama!). Worry about the "other guy" can lead to an Excedrin addiction—learning from him can higher one's own modeling experience and broaden the pathway for personal creative expression.

I've never seen a layout that I couldn't learn something from!

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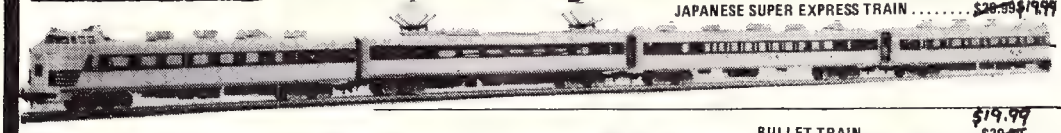

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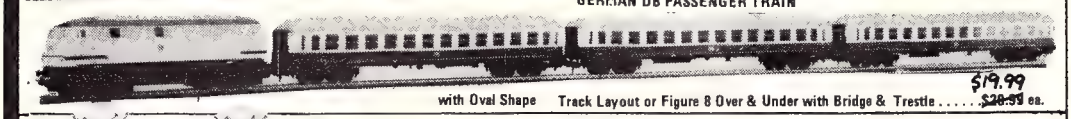

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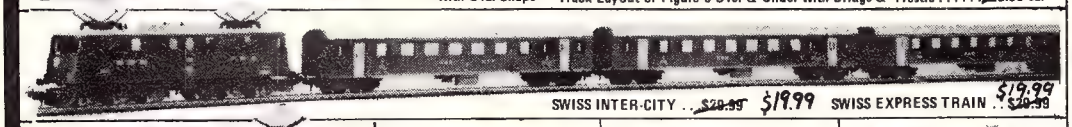

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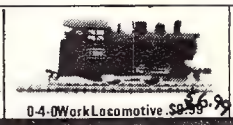

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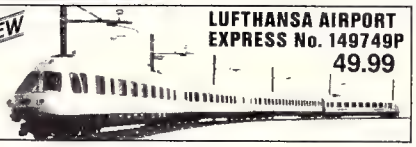

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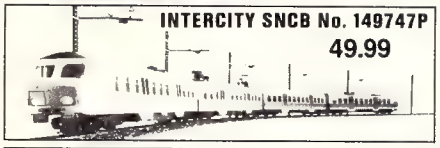

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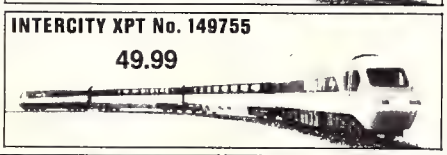

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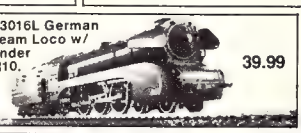

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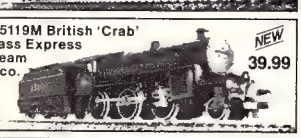

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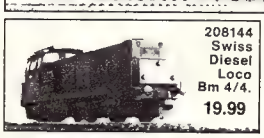

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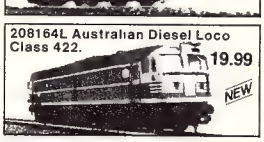

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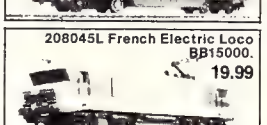

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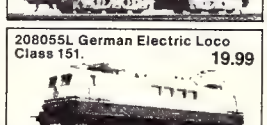

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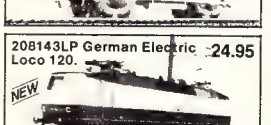

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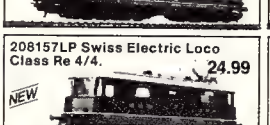

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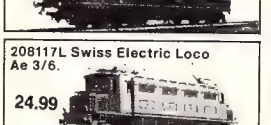

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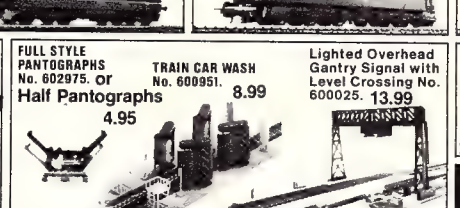

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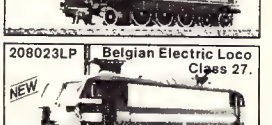

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No.49 Deadend Uncoupler 1.25
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Rem.Ctr.SwitchMach.only-52LH/No.53 RH .. 2.25
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605 San Francisco Cable Car.
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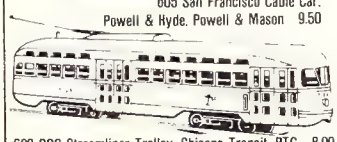

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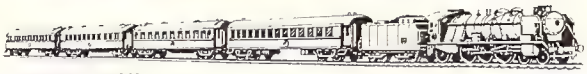

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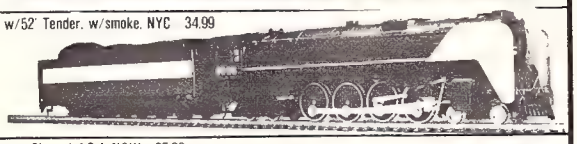

658 Norfolk & Western Class J 4-8-4. N&W 37.99

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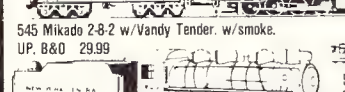

580 Northern 4-8-4 w/52' Tender. w/smoke.
SF. Burlington 31.99

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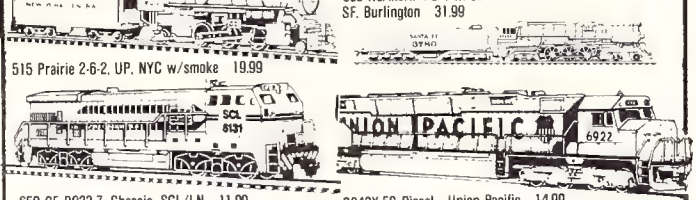

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612 EMD GP-50. Erie. UP. SF. BN 10.99

Q040X-50 Diesel—Union Pacific 14.99
670 SD40-2 w/Blinking Lite. UP. SF. SCL/LN 13.99

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PRR K-4 Pacific w/Tender	45.99	87.99
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PRR E-6 Atlantic w/Tender	46.99	87.99
PRR L-1 Mikado w/Tender	46.99	87.99
PRR H-9 Consolidation w/Tender	44.99	87.99
Old Lady Consol w/Tender	43.99	73.99
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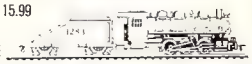

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335 Goat 0-4-0 Switcher. 24.99 29.99
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Tech II Model 1400	33.98	18.99
Tech II Model 1500	43.98	24.99
Tech II Model 2400	42.98	24.99
Tech II Model 2500	54.98	28.99
Tech II Mod 2800	51.98	29.99
Tech II Cab Control	41.98	23.99
Control Master #2	54.98	31.99
Solid State Cab Control 55	18.98	11.99
Dual Loco Pack #5	89.98	49.99
Throttle Pack 501	47.98	26.99
Master Throttle Pack 550	93.98	49.99
Dual Pack 770	56.98	32.99
Train Power Computer #5	159.98	89.99
Walk Around Control #5	35.98	20.99
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N GA Dual Pack 770N	56.98	29.99
Radio Control Pro Trac RC-7000	139.98	79.99
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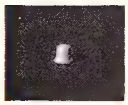

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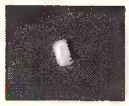

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VT 1903
AIR VENT-FLAT ROOF MOUNT (4)/85¢

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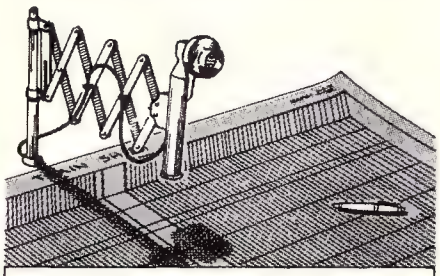

product news

Industry news

Con-Cor Division of JMC, 1025 Industrial Dr., Bensenville, IL 60106, has purchased all the tool and dies formerly owned by AHM and used in the production of the AHM/Rivarossi HO and O scale lines. An agreement has also been reached between Con-Cor and Rivarossi to begin working on a line of new products for the American market in HO.

The former Muir Models line has been purchased by *J&M Distributors* 1760 Monrovia, A-15, Costa Mesa, CA 92627. The new Muir Models will feature many new changes including redesigned assembly instructions, new castings and plastic parts. The first release in the redesigned line is the Silver City Mine, kit MM007.

San Timoteo and Live Oak Railway Co., 1130 Shullenbarger Dr., Flagstaff, AZ 86001, manufacturers a variety of switchstands, associated parts and linkages. These are produced for use in N, HO, S and O scales. This company also provides other services such as machine shop work, repairs and re-motoring.

All Scales

Tomar Industries, 9520 E. Napier Ave., Benton Harbor, MI 49022, has six new passenger car drumheads available in N, HO, S and O scales. These new items are for the following trains: Mis-

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O SCALE

USH	NYC Niagara 4-8-4 c/p	$ 795.00
	NYC Mohawk 4-8-2 c/p	695.00
	SP Daylight 4-8-4 c/p	795.00
	SP Daylight (No skirts)	695.00
C.B.	NYC NE-2 2-6-6-2	1495.00
	Alco FA-1 Set	799.00
	UP (Ex-C&O) 2-8-8-2	1995.00
	Milwaukee Rd. Bi-Polar	595.00
	PRR-X31 DD Box Car	120.00
	PRR-X31 SD Box Car	120.00
Alco	P&LE Bay Window Cab	79.95
Oriental	GN Z-1 Electric Set	720.00
Fulgurex	SNCF 0-10-2T f/p	995.00

HO SCALE

GEM	UP Big Boy c/p	475.00
CB	D&RGW M-78 4-8-2 c/p	235.00
	NH Open Plat. MU Set	460.00
	NH EF3-A f/p	399.00
PFM	UP Challenger f/p	650.00
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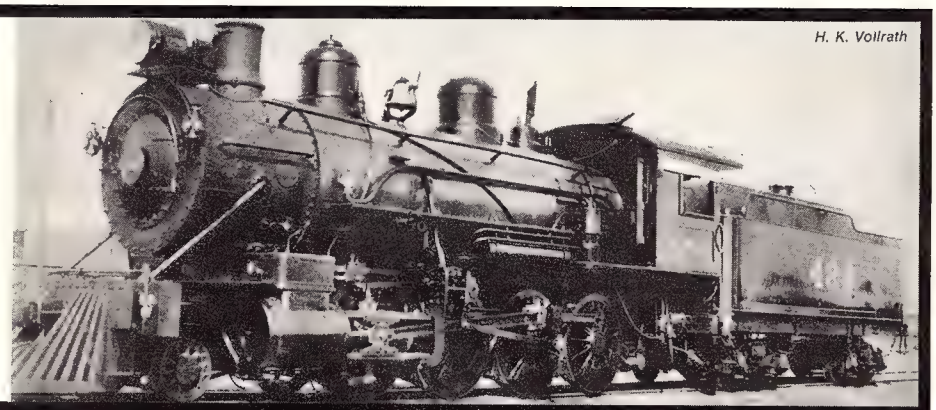
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2501	5" Straight 6 Pc	1.13
2509	Assorted Pieces	1.31
2510	9" RAD Full 6 Pc	1.13
2511	9" Rd ½ Sec 6	0.75
2520	11" Rd Full 6 Pc	1.13
2521	11" Rd ½ Sec 6	0.83
2526	19" Swch Rd 6 Pc	1.13
2532	Rerailer 3 Pc	0.83
2541	Pier Set	2.25
2542	Pier Girder	0.74
2543	Bridge Piers	0.74
2546	Warren Truss Br	1.50
2547	Deck Truss Brg	1.50
2548	Plate Girder Brg	1.50
2569	90 Deg Crossing	2.64
2580	#4 Rem Swc LH	5.89
2581	#4 Rem Swc RH	5.89
2582	Man Swc L H	2.99
2583	Man Swc R H	2.99
2584	#6 Rem Swc L H	5.89
2585	#6 Rem Swc R H	5.89
2590	Rem Swc Mach LH	2.99
2591	Rem Swc Mach RH	2.99

1985 Catalogs

Walthers N Scale Catalog	4.95
JMC New N Scale Catalog	3.95

Plus extra postage: $1.50 each US, $2.50 ea. Canada. No overseas.

SHINAHARA TRACK
*MIN. ORDER FLEX 10 PCS***

9500	Flex Track	2.80
9501	#6 L H Turnout	5.93
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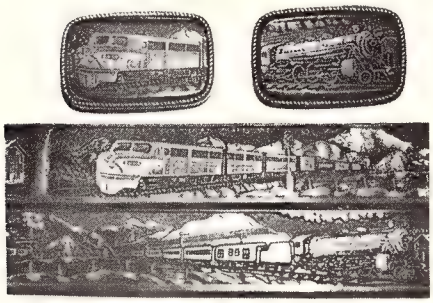

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N scale product news

Brooklyn Locomotive Works, 1663 E. 38th St., Brooklyn, NY 11234-4201, has in stock an eight car set of 50-foot Fruit Growers Express reefers. They are painted yellow with black lettering, and each car bears the road name of participating roads: Southern, C&O, C of G, FGER, CRR, FGMR, SCL and L&N.

Atlas Tool Co., Inc., 378 Florence Ave., Hillside, NJ 07205, has available six new road names for their RS3. These are the C&O, D&H, Milwaukee Road, NYC, Seaboard Coast Line and Cotton Belt. An undecorated version is also available.

A Swiss Federal electric locomotive of the Re6/6 class is being produced by *Mokei Imports,* 6950 Kingsbury, St. Louis, MO 63130. The model comes in three different numbers and can be operated from overhead wire.

Santa Fe's "Fuel Foiler" is the prototype for piggyback cars being made by *Con-Cor,* 1025 Industrial Dr., Bensenville, IL 60106-1297. The model kit of this car will be packaged two separate ways. The first pack will contain two end cars and two of the center cars and will make up a four car set. An add on package of three center cars can be used

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HO scale product news

Stewart Hobbies, Inc., Box 341, Chalfont, PA 18914,has announced the arrival of the Phase IIA RS3. Painted and lettered units for CP or WM sell for $39.95, as does the undecorated version. An undecorated dummy version costs $21.95.

The National Railway Historical Society, Intermountain Chapter, is offering the fifth in a series of limited run Athearn car kits. This year's car, to commemorate the ninth anniversary of Mile High Railfair, is an offset cupola steel caboose painted red with black lettering. The kits may be ordered through *Railroad Hobbies*, 2001 Quail Dr., Lakewood, CO 80215. The kits cost $6.50 each, postpaid.

Midwest Rail Works, P.O. Box 676, Antioch, IL 60002, has released their latest HO scale structure kit, the Gra-Mar Transfer Company. It features detailed Hydrocal® castings for the walls and Kappler lumber. Catalog No. HO115, the kit retails for $21.95.

California and Oregon Coast Railway, P.O. Box 57, Rogue River, OR 97537, has pre-cut printed circuit board ties (single sided copper) for turnout and general track building. A list is available, but typical of the prices and packaging is a pack of 50 HO scale turnout

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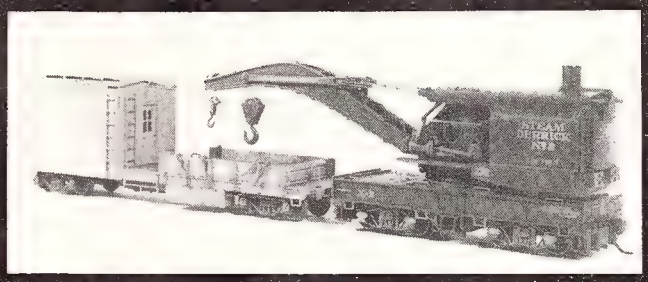

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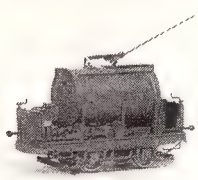

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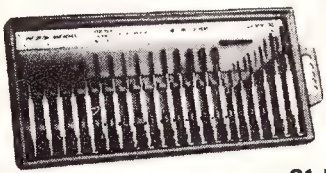

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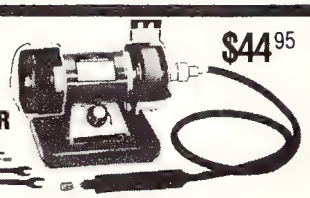

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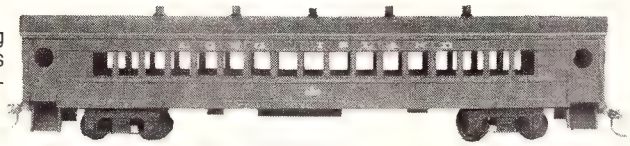

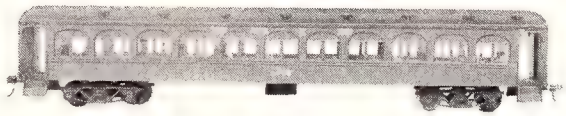

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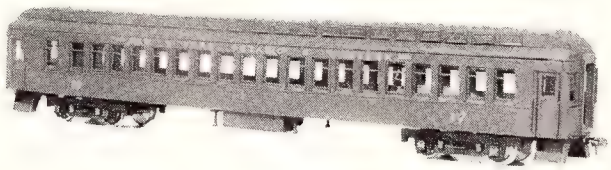

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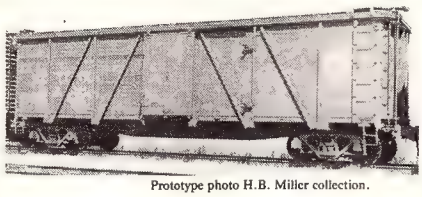

Prototype photo H.B. Miller collection.

From 1913 through the late fifties, these 40' single sheathed boxcars were the backbone of the Soo Line's grain trade. Whether hauling Dakota wheat to the mills, or Minneapolis flour to market, their distinctive profile was seen in trains nationwide. Our kit features the look of board by board construction and prototypically correct decal lettering. Kit #1920, price to be announced.

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SUNDAY, OCT. 13, 1985

9:00 am—4:00 pm

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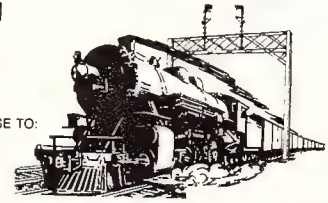

Admission includes entry to LIBERTY '85—antique & custom car show held on the Great South Lawn adjacent to the terminal building. Bring your camera!

ADMISSION: Adults $3.50*
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****$3.50 from each paid admission donated to the Statue of Liberty Restoration***

RAIL EXPO will be held twice yearly, each Spring and Fall. Mark your Calendar
Next date is — SUNDAY, MAY 18, 1986 — 10am til 4pm

ties for $3.25. They have HOn3 and N scale sizes, too.

The Pikestuff Retail store in HO scale is the newest modern corrugated building from *Pikestuff*, P.O. Box 6406, Evansville, IN 47712. It is a small store like those seen all over the country in strip shopping malls, and it can be used alone as a store or small building having any purpose. Pikestuff also makes dome inserts for Budd passenger cars and sells the doors and windows for their modern buildings separately.

Cascade Models, 1520 Leadville, Boise, ID 83706, is offering a number of Great Northern passenger cars in HO scale. Among them are GN baggage cars Nos. 475-486 (model No. 2430); steel sheathed, truss rod coaches Nos. 900-910 and 930-931 (model No. 2240); lunch-coaches 759-767, (model No. 2241); lunch-coaches with Mars light, Nos. 760-761 (model 2242); and GN modernized business car No. A-26 (model No. 2230); No. A-12 (model No. 2235); No. A-1 (model No. 2237) and No. A-11 (model No. 2238). Also available is SP&S diner No. 405, *Columbia*, (model No. 2320 with skirts and No. 2325 without skirts) and SP&S baggage-dormitory No. 75 (model 2480 with skirts and No. 2485 without skirts).

A new 45-foot Canadian Pacific express reefer in HO scale is now available from *Juneco Scale Models*, and is distributed by *Inter-Hobbies Distributors Reg'd*, RR No.1, Martintown, Ontario KOC 1SO. This wood kit has white metal castings; it is kit K-27 and sells for $10.95.

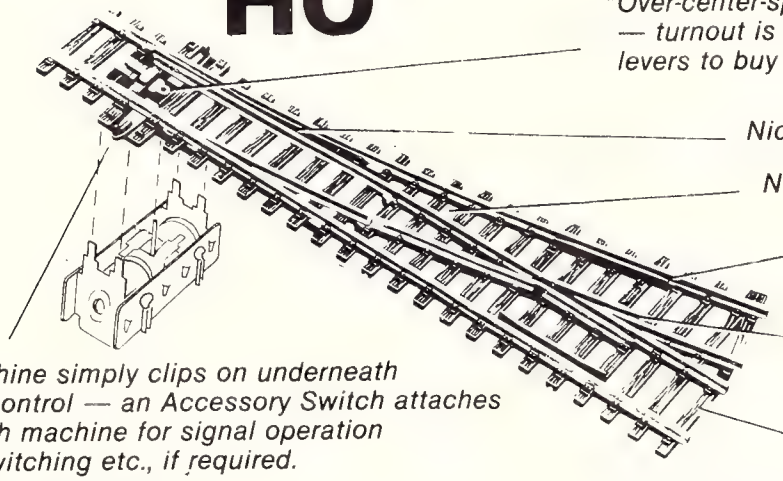
Central Valley, 13000 Saticoy St., North Hollywood, CA 91605, has released their new No. 1124 passenger truck end beam and brake shoe kit. This kit includes brake parts for one pair of six or four wheel trucks, and the price is $1.95 per kit.

A dozen scruffy hobo figures, they are called the "Dirty Dozen®", are now available from *Mikros Corp.*, 511 South 11th Ave., Minneapolis, MN 55415. These figures come fully painted and in different positions. This is catalog No. 200 and it costs $16.00.

The *Northwestern Vermont Model Railroading Society* is selling a special-run GTW 40-foot boxcar produced by Model Die Casting. It is painted boxcar red with white letters and green maple leaf. Five different numbers are available and are priced at $7.50 for one, $15.00 for two, $20.00 for three, $25.00 for four and $30.00 for five cars, postpaid. Send orders to *NWVMRS*, c/o Paul Allard, Rd 2, Rollin Irish Rd., Milton, Vt 05468.

William K. Walthers, Inc., 5601 W. Florist Ave., Milwaukee, WI 53218, will soon have their new HO scale 40-foot, sheathed boxcar out. It comes in six road names: No. 932-2653, SAL; No. 932-2654, B&O; No. 932-2656, WP; No.

Peco-ready to go* turnouts HO



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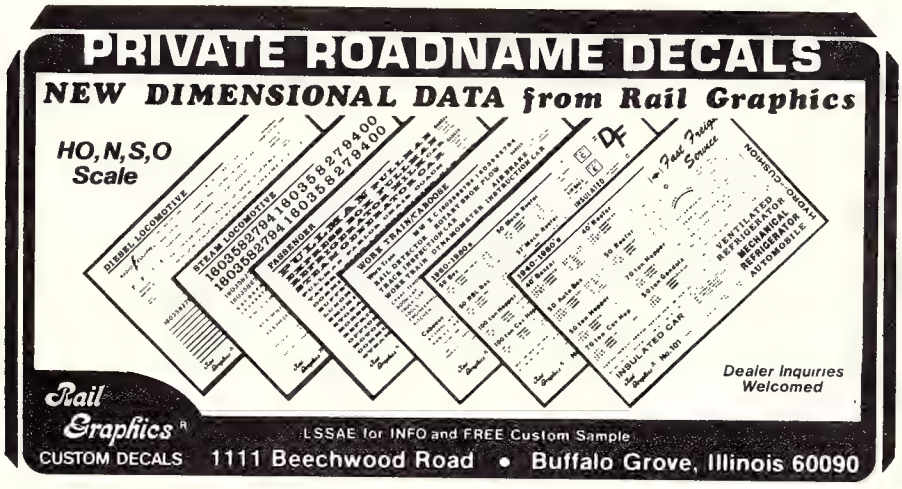
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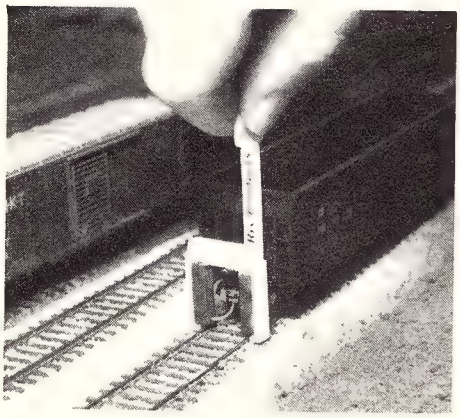

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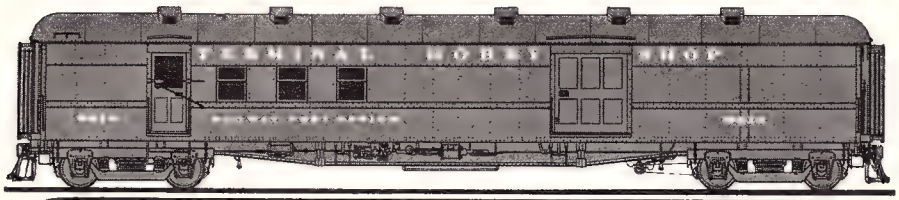

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932-2657, UP; No. 932-2661, Soo Line; and No. 932-2662, SLSF. The kit will cost $4.95.

Marklin, Inc., 5960 N. 60th St., Milwaukee, WI 53218 has the HO scale Swiss Federal Railways class B, standard coach IV in stock; order No. 4124 for $30.00 (it will accept lighting set No. 7329). Also available is the French State Railways baggage car class Dmp, which comes in a prototypical paint scheme with four sliding doors and is priced at $20.90 (No. 4106).

Hobby House, 1720 E. Main St., Richmond, IN 47374, has cardboard storage/light-duty transportation boxes sized for HO scale rolling stock and locomotives. The boxes are 16″×13½″×2″ in size and have polyethylene liners on the bottom to protect painting and lettering from scuffing.

S scale product news

Puffing Billy Models, 11 Dunoon St., Mooroolbark, Vic. 3138, Australia, has a variety of S scale scenery items that could be used with U. S. prototypes. Their products include: oil barrels of various sizes, switch point motors, platform crates, sacks and boxes, log bunks, switch levers, milk cans, relay boxes, fencing and gates. Many of these items can be used in other scales as well.

Overland Models, P. O. Box 248, Yorktown, IN 47396-0248, has a number of Sn3 items in stock. For the D&RGW they have the rotary OM and the auxiliary water car, and their are six different C&S cabooses and three C&S 2-8-0s offered.In the standard guage line, Overland has a large variety of SD40-2s, Alco FAs and GP38-2s. In addition a number of "Northeastern" style cabooses are still available for the LV, WM, and Reading. For their first S scale articulated, Overland has chosen to do the C&O H-6, 2-6-6-2 and this engine should be available at this time.

O scale product news

Old Pullman Model Railroads, Inc., 2101 W. Atlantic Blvd., Pompano Beach, FL 33069, is marketing a heavy, brass, O scale standards gauge. This gauge can measure track and turnout clearances, flangeway depth, clearances and platform heights. It sells for $9.95

Key Imports, 99 Lyford Dr., No. 44, Tiburon, CA 94920, will be producing a PRR S-2 6-4-4-6.

Overland Models Inc., P. O. Box 248, Yorktown, IN 47396-0248, have listed a variety of PAls, SW1500s, Alco DL-702, BL2s, FAls and FBls, C420s and the Baldwin ASl6. This is not a complete listing and it is suggested that you write to them for a more complete listing. Be sure to enclose an SSAE.

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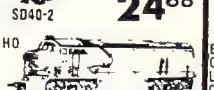

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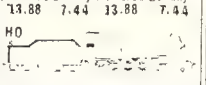

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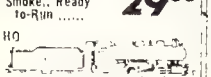

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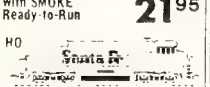

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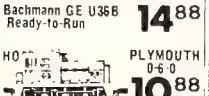

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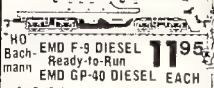
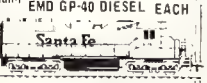


Santa Fe



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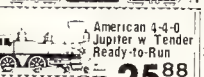

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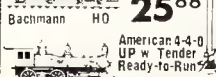

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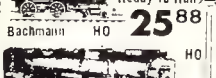

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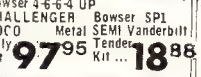

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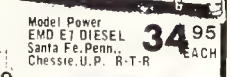

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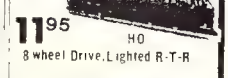

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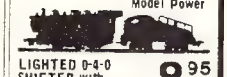

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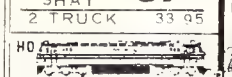

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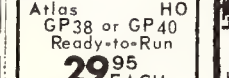

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Roundhouse HO

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Roundhouse

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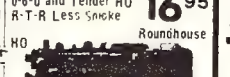

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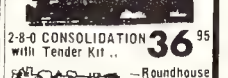
HO



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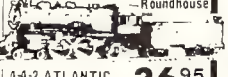

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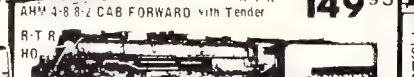

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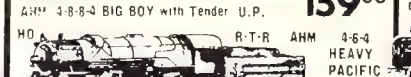

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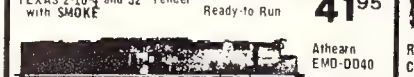

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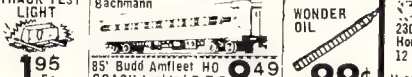

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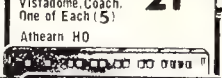

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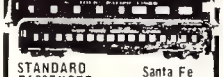
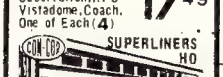


M.P. HO 8.88 OLD TIME TROLLEY CAR Roundhouse Kit HO



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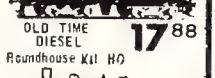

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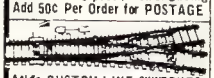

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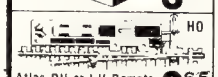

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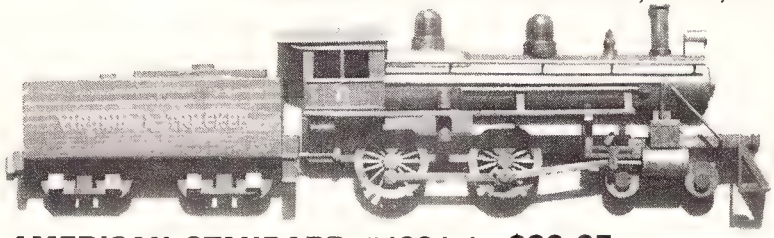

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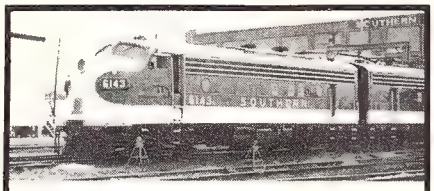

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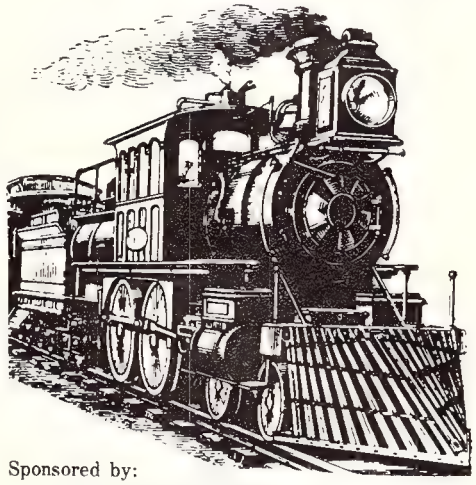

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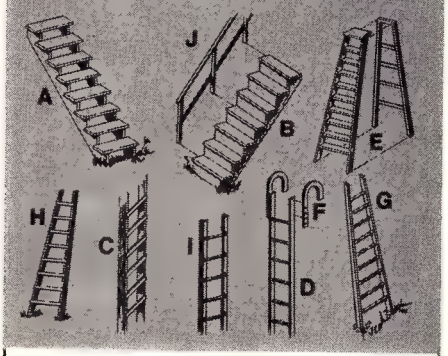

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SAN DIEGO, CA. Sept 21: Railfest '85 in San Diego's Balboa Park Adm $7 00 at the door, $5 00 before Sept 1 Info SDMRRM, Casa de Balboa, San Diego, CA 92101, (619)462-1058

NORTH AURORA, IL. Oct 19 Burlington Route Historical Society's Annual Meeting and Model Railroad Show at the Hilton Inn, Rt 31 & I-5, from 10 a m to 3 p m Info SSAE, Jim Miller, P O Box 456, La Grange, IL 60525, (312)388-1152

BLOOMINGTON, IN. Nov. 2-3: Annual Meeting of the Monon Railroad Historical-Technical Society at the Howard Johnson's Lodge, 1722 N. Walnut St., from 12 to 10 p.m Sat and 9 a.m to 5 p.m Sun. Adm. $2.00. Info: E. J. Lewnard, 410 S. Emerson St., Mt Prospect, IL 60056; (312)255-9264

BALTIMORE, MD. Oct 11-13: B&O Railroad Historical Society's Annual Convention at the Holiday Inn Inner Harbor Banquet at the B&O Museum, rail excursion, tours, etc Info: B&OHS, P O Box 13578, Baltimore, MD 21203

SAN ANGELO, TX. Aug. 10-Oct 6: An art exhibit by Railroad Artist Frank Smith will open at the Railroad Museum at The Center for Transportation and Commerce in the North Gallery of the museum Info: Call (409)765-5700

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OTTAWA, ONTARIO, CANADA. Oct 19-20: Railfair 85 sponsored by the Ottawa Valley Associated Railroaders and The British Railway Modelers of North America at Algonquin College, Woodroffe Campus, from 11:30 a.m to 6 p.m. Sat and 10 a m to 5 p.m Sun Adm $2.00 adults, $ 50 children Featuring operating layouts, displays, artifacts, railroad movies, and dealers Info: D H Venables, 6 Irevor Crescent, Nepean, Ontario, Canada K2H 6H6

PETROLIA, ONTARIO, CANADA. Nov 3: International Model Railroad Month with "Railfilmfest '85" sponsored by Victoria Playhouse and W. D Short (veteran rail film maker), from 9 a m. to 4 p m Adm $14 00 adults (includes continental breakfast, lunch, & door prizes), $10 00 children Info SSAE, Railfilmfest '85, 176 Vidal St S., Apt 801, Sarnia, Ontario, Canada N7T 2T6

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OPERATING CARS

3451	1946 Oper Die Cast Log Car	LN	50
3356-100	Orng set horses for 3356 rdr	New	35
3462	Milk Car w Platform	New	95
3464	Oper Box Car	New	35
3620	Rotating Diecast Searchlight Car		50
3662	Scale Milk Car Complete	L N	75
3461	1954 Diecast Log Car Green	LN	50
3424	1955 Brakeman Car	New	125
3474	1952 Western Pac	Exc	39
3484	1953 Pennsy Oper Box Car	New	75
3484	1953 Pennsy Oper Box Car	Exc	50
3359	1955 Twin Bin Dump Car	E LN	39
3376	1959 Green Giraffe Car	New	175
3562	1954 Oper Barrel Car w orange	New	95
3656	1950 Op Cattle Car w coral	Exc	95
3650	1956 Diecst Searchlt Ext Car	Exc	45
3361	1955 Oper Log Car	New	39
3362	1961 Helium Car w tanks	New	95

OPERATING ACCESSORIES

164	1947 Log Loader	Rest	250
76	1959 Lamp Post Set	New	50
450	1955 Operating Signal Bridge	E LN	95
97	1940 Coal Elevator	L N	225
315	1940 Illum Trestle Bridge Set	Rest	125
362	1954 Barrel Loader	Exc	95
364	1950 Log Loader	Exc	95
456	1955 Coal Ramp & Op Hopper Set	LN	325
364	1955 Log Loader	New	250
356	1955 Op Baggage Station	Exc	95
455	1954 Oil Derrick	L N	150
352	1958 Ice depot w reefer	Exc	250
47	1940 Double Crossing Gate	Exc	150
397	1950 Coal Loader	LN	195
342	1957 Culvert Loader w car	Exc	175
395	1952 Yellow Floodlite tower	New	150
132	1949 Automatic Stop Station	E LN	75
156	1947 Illum Stat on Platform	New	125
156	1947 Illum Station Platform	Exc	95
460	1955 Piggyback Set	New	125
460	1955 Piggyback Set	Exc	75
395	1950 Green Floodlite tower	New	95
470	1959 Mstle Lnch Pntm Car	New	175
943	1959 Exploding Ammo Dump	New	49
1955	Illustrated Catalog Original	New	29
1122	1950 Rm Cont 027 Swch Pr	Exc	35
410	1955 Billboard Bunker	New	45
456	1957 Dispatch Station mike	LN	175
138	1955 Scale Water Tower	New	145
128	1958 Op Newsstand	LN	125
1946	1946 Illus Lionel Catalog-Orig	New	75
132	1950 Automatic Stop Station	New	125
199	1958 Micro Wave Relay Tower	LN	95
195	1957 Floodlite tower 16 bulbs	New	150
309	1947 All Metal Yard Sign Set	New	45
125	1950 Whistle Shed	New	95
1949	1949 Illus Cat-Orig	New	95

PASSENGER CARS

9510	Pennsy Combo	New	75
2432	1942 Clifton Skyview	New	75
2436	1954 Mooseheart Obs	New	75
2436	1956 Summit Observation	VG	39
2432	1956 Clifton Skyview	VG	39
2533	1952 Custom Pennsy Paint	Rest	95
9513	Penn Square	New	75
9514	Pennsy Trmes Square	New	75
2421	1953 Maplewood Pullman-Silvr	New	95
2412	1959 Sant Fe-Blue Stripe		
2412	1959 Sant Fe-Blue Stripe		
2414	1959 Sant Fe-Blue Stripe		
2416	1959 Sant Fe-Blue Stripe Set	LN	350
9515	Pennsy Wash Circle	New	75
9529	Pennsy Baggage	New	150
6440	-40 41 48 All mtl Green Cream	L N	225
2440	-40 41 47 All mtl Green Cream	Exc	195
2442	-42 43 47 All mtl Brown Grey	VG	150

STANDARD GAUGE ACCESS.

210	Manual Switches Pr	L N	150
442	1940 Illum Diner	Exc	195
155	1932 Illum Freight Shed	Exc	350
76	1935 Shack w Warning Bell	Rest	150
120	1932 Metal Tunnel	Exc	150
101	1930 4 Section Bridge	Rest	175
442	1940 Illuminated Diner	New	350
101	1930 Three Section Bridge	Exc	125
200	1932 Standard Turntable	Exc	395
Type K	150 Watt Transformer	LN	59
222	1932 Remote Switches pr	V G	100
122	1932 Pass Station	Rest	175
77	1936 Crossing Gate	L N	95
77	1938 Oper Crossing Gate	Rest	75
78	1932 Oper Traffic Signal	Rest	150
57	1930 5th Ave Lamp Post	E LN	150
440N	1932 Panel Board	L N	195
57	1932 Main St Lamp Post	L N	125
107	1932 Direct Current Reducer	E LN	150
99	1932 Block Signal	Rest	125
184	1932 Illuminated Bungalow	L N	75
82	1932 Oper Semaphore	Rest	125
86	1932 6 Telegrph Post Set OB	New	295
45N	1938 Metal Gateman	New	125
280	1938 Stand Ga Bridge	Rest	75
210	1932 Manual Switches pr	G	50
205	1934 Container No Door	Exc	150
209	Barrel Set OB	L N	95
126	1930 Illum Station	VG E	195

PRE WAR PASS. CARS

600 601 602	1931 Bags Pull Obs Red Grey	Rest	275
600 601 602	1939 Bag Pull Obs Red Cream	L N	295
600 600 601	1939 Pull Pull Obs Red Cream	Rest	250
2600 01 02	1940 Pull Bag Obs Red Cream	Rest	295
600 600 601	1934 Pull Pull 601 Blue Silver	Rest	250
613 613 614	1937 Pull Pull Obs Blue Comet	L N	650
2614	1940 Observation Car State Green	VG E	250
710 710 712	1932 Pull Pull Obs Red Cream	Rest	750
710 710 712	1929 Pull Pull Obs Blue Cream	Rest	750
610 610 612	1935 Pull Pull Obs Blue Silver	Rest	295
2630 30 31	1939 Pull Pull Obs Blue Silver	Rest	195
529 529 530	1932 Pull Pull Obs Olive Mar VGOR	Rest	150
607 607 608	1932 Pull Pull Obs Peacock	Rest	195

TRANSFORMERS

KW	1950 190 Watt 2-train transf	New	195
ZW	1950 275 Watt Transformer	Exc	150
V	1947 150 Watt 4 Train transf	E LN	95
TW	1955 175 Watt Transformer	New	99
KW	1955 190 Watt Transformer	E LN	95
1033	1955 90 Watt Transformer	L N	45
1033	1950 90 Watt Transformer	New	75

POST WAR STEAM LOCOS

2056	1952 4 6 4 Hudson	LN	275
221	1946 2 6 4 w 221W	Rest	195
2035	1950 2 6 4 w 6466W	New	295
1615	1955 0 4 0 w 1615T	Rest	275
2025	1948 2 6 4 w 6646W	L N	195
2026	1947 2 6 2 w Tender	New	175
2046	1950 4 6 4 w 2046W	Rest	250
2026	1952 2 6 4 w Tender	Rest	95
8206	1972 4 6 4 Hudson	New	275
2029	1963 2 6 4 w Tender	Exc	95
2018	1955 2 6 4 w Tender	Rest	95
2037	1958 2 6 4 w Tender	Rest	95
2016	1960 2 6 4 w Tender	L N	150
637	1960 2 6 4 w 2046W	New	275
1110	1950 2 4 2 Scout Loco	New	125
736	1959 2 8 4 Berkshire	L N	350
1120	1950 2 4 2 w Tender	Rest	95
671	1947 6 8 6 Turbine	L N	250
1120	1950 2 4 2 Double stamped	New	195
726	1947 2 8 4 w 2426W	E LN	425
246	1964 2 4 2 w Slope Tender	New	75
1656	1948 0 4 0 w 6403B	LN	395
773	1964 4 6 4 Scale Hudson	New	1895
6110	1950 2 4 2 w Tender	Rest	75

DIESEL ENGINES

212	1958 US Marine Alco A	New	175
208	1958 Blue SF Alco AA	L N	195
2332	1947 Pennsy GG 1	! N	495
328	1979 Southern Pacific Ltd Set	New	395
2243B	1954 Santa Fe B unit	Exc	195
2359	1956 B & M GP 9	New	295
56	1956 M StL Mining Switchr	VG E	395
623	1952 ATSF GM Switcher	L N	225
622	1950 Bell ringer switcher	L N	295
8463	1975 Chessie GP-20 Powrd	New	150
614	1958 Alaska Switcher Tank	LN	250
2383	1958 SF F 3 A Unit 2 motor	New	295
50125	Bowser Trolley Brass	New	150
2330	1950 Pennsy GG 1	Exc	495
8564	73 UP U36B Pwr & Dumy	New	450
2028	1955 Pennsy GP-7	Exc	250
45	1961 Pocket Engine	LN	195
2354	1954 NYC F 3 ABA Boxed	E LN	650
8620	1981 Southern Pacific F 3 AA	New	325
8866	1980 MCTL GP9	New	195
8851	1979 NH F-3 AA 2 motor mag	New	295
2360	1959 GG-1 Red-2 motor	L N	650
1450	1974 Rio Grande Service Set	New	295
616	1961 Santa Fe Switcher	New	250
520	1956 GE 80 ton Electric	L N	150
1585	75th Anniversary Set	New	395
2024	1960 C&O Alco AA	New	175

ORIGINAL LIONEL CARS

2855	1947 Sonoco Tanker Grey	Exc	75
3444	1855 Animated Gondola	E LN	50
3366	1958 Oper Circus Cars Only	Exc	150
3535	1961 Security Car	NEW	150
6468	1953 B&O Automobile Car	LN	45
6561	1948 Die Cast Cable Car	New	75
2555	1946 Sunoco All Met Tnk Car	New	95
6434	1955 Illum Poultry Car	New	75
3370	1958 Sheriff Outlaw Car	L N	75
2625	1947 Irvington Pullman	Rest	150
6454	1948 Pennsy Box Car SF SP	New	75
6555	1950 Sunoco All Met Tnk Car	Rest	60
9700	1974 Southern Box Car	New	75
6454	1950 Erie Box Car	New	95
2855	1947 Blk Mtl Sunoco Tank Car	Rest	75
6818	1958 Transformer car	New	49
6736	1957 Det & Mackinac Hopper	New	50
6436	1953 Lehigh Valley Hopper	New	50
6460	1950 Diecast Crane Car	New	75
6346	1955 Alcoa Hopper Car	Exc	39
3419	1961 Satellite Launcher	New	95
6464-425	1956 NH Box Car	New	75
6464-425	1956 NH Box Car	E LN	50
6464-475	1965 BM Box Car	New	50
TCA	1973 MPC Auto Carrier	New	150
6219	1960 C&O Work Caboose	E LN	49
6464-325	1956 B&O Sentinel Box Car	Rare LN	350
6430	1957 Twin Van Flat Car	New	60
6511	1953 Pipe Car	New	59
6801	1957 Flat Car Boat	New	45
6415	1953 Triple Dome Tank Car	E LN	29
6814	1959 Red Cross Caboose	E LN	95
6807	1958 Military Flat w duck	E LN	95
6825	1959 Flat car bridge	New	39
6560	1955 Gray Cab Crane Car	New	75
6418	1956 Dicst 16 Girder Car	New	150
6844	1958 Missile car	New	75
3512	1959 Firemans ladder car	LN	125
6464-900	1960 NYC Green Box Car	New	95
6414	1955 Auto Transport Car	New	65
6530	1965 Fire Prevention Car	New	125
6475	1960 Pickel Car	New	45
6536	1958 M Stl Red 11" hopper	New	95

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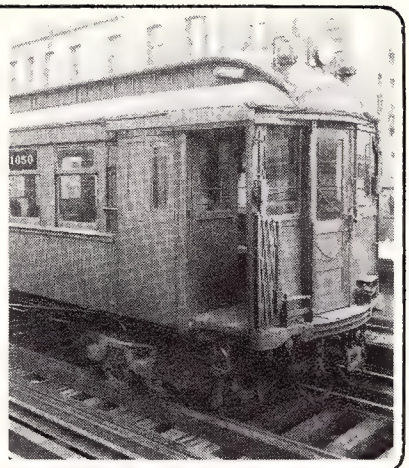

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ALBERTVILLE, AL. Oct 26: Mid-South and Steel City Divisions SER and Northeast Alabama Model Railroad Club Meet at the Albertville Depot from 10 a.m. to 4 p.m. Adm $2.00 ($1.00 w/contest entry). Info: Jim Bates, Rt. 3, Box 226, Scottsboro, AL 35768; (205)582-3363.

PASADENA, CA. Sept 26-29: NMRA Pacific Southwest Region Convention "Try L.A. in '85" at the Pasaden Hilton Reg. $42.00 adults, $19.00 children 13 and under ($32.00 & $10.00 w/out banquent). Info: Gale & Pat Irwin, 10 Sorrel Lane, Rolling Hills Estates, CA 90274; (213)326-7040.

FORT COLLINS, CO. Sept. 27-29 NMRA, Rocky Mountain Region's "Autumn Rails '85" sponsored by The Northern Colorado Division, at the Lincoln Jr. High School, 1600 W. Lancer Dr., from 4 to 10 p.m. Fri., 8 a.m. to 10 p.m Sat., and 10 a.m. to 2 p m. Sun. Reg $25.00. Info: Bill Babcock, 1394 Adriel Dr., Ft Collins, CO 80524.

ROCKVILLE, CT. Oct. 27: NMRA, Northeastern Region, Nutmeg Div., One Day Display at the Rockville High School (Exit 95 off I-84) from 11 a.m. to 4 p.m. Adm. $2.00 adults, $1.00 children. Info: SSAE, Ted Ritter, 42 Sunset Terrace, Vernon, CT 06066; (203)872-0331.

JACKSONVILLE, FL. Nov 15-17: Sunshine Region NMRA Fall Convention at the Ramada Inn West, I-10 & Lane Ave. Featuring contests, clinics, and N&W 611 steam excursion to Valdosta, GA Info: Larry Brennan, 2252 Park St., Jacksonville, FL 32204; (904)384-8868

AUGUSTA, GA. Oct. 12-13: Central Savannah River Division, SER, NMRA, and the Georgia-Carolina Railroad Modelers Division Meet and Show at the Regency Mall (U.S. 1 at 278) from 10 a.m. to 9 p.m. Sat. and 1 to 6 p.m. Sun. Adm. free. Featuring dealers, HO modular layout, and contests. Info: John E. Parker, 1439 Alpine Dr., Aiken, SC 29801; (803)648-1066.

DES MOINES, IA. Nov. 2: Des Moines Area, Mid-Continent Region, NMRA Model Railroad Meet at the Howard Johnson's Motor Lodge, Merle Hay Rd. Exit off I-80-35, from 9 a.m. to 4 p.m. Adm. $5.00 at the door, $4.00 in advance. Info: Warren E. Johnson, 2801 Bennett Ave., Des Moines, IA 50310; (515)255-5890 (after 5 p.m.).

GLEN ELLYN, IL. Oct. 6: DuPage Division Meeting at the Holiday Inn, corner of Finley & Roosevelt, starting at 1:30 p.m. Adm. free. Info: George Ballinger, 516 Bryant, Glen Ellyn, IL 60137; (312)469-0073

GOLF, IL. Oct. 27: North Shore and Western Division, NMRA, MWR, at Diederich Park Field House, Waukegan Rd N., from 1 to 4:30 p.m. Adm. $1.00. Info: Jim Goettsche, 1814 Henley, Glenview, IL 60025; (312)724-0427.

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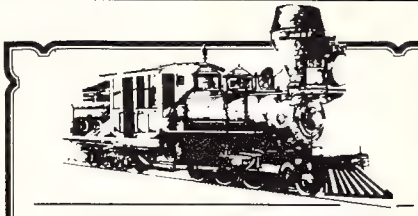

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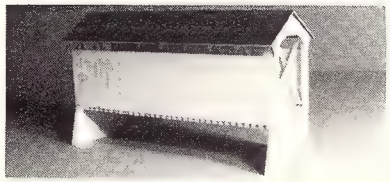

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SPRINGFIELD, IL. Nov. 1-3: The Illinois Valley Division and the Midwest Region NMRA present "Rails Across The Praire '85" at the Holiday Inn East, 3100 Dirksen Parkway (at Stevenson Dr.) from 6 p.m. Fri. to 5 p.m. Sun. Featuring clinics, auction, banquet, home, and modular layouts. Info: Walter Black, Co-Chairman, 3018 E. Linden Ave., Springfield, IL 62702; (217)528-2128.

GRIFFITH, IN. Oct. 27: Calumet Division Fall Meet at the Old Calumet Township High School, Ridge Rd. & Colfax, from 12 to 5 p.m. Adm. $2.00 adults, children 12 and under free. Featuring contests, movies, hands-on clinics, and swap tables. Info: Frank Cassman, 14035 S. Cicero, Box 606, Crestwood, IL 60445; (312)385-8182

ARBUTUS, MD. Nov. 2: Mount Clare Div., NMRA, Annual Flea Market and Auction at the Arbutus Town Hall from 11 a.m. to 4 p.m. Adm. $1.00 members, $2.00 non-members. Info: SSAE, Roy E. Brakmann, 3642 Ligon Rd., Ellicott City, MD 21043; (301)465-5506

FLINT, MI. Oct. 4-6: '85 North Central Region Fall Convention, "Steam's Alive in Flint in '85", at the Sheraton Motor Inn, 4300 Pierson Rd. at I-75. Featuring layout tours, clinics, NMRA model & photo contest, modular layouts, movies shows, dealer area, and Railette Program. Info: Steam's Alive in '85, G-3117 Corunna Rd., Suite 195, Flint, MI 48504.

PLEASANTVILLE, NJ. Sept. 28: New Jersey Division MER at the Epiphany Luthern Church, Franklin St., from 1 to 4 p.m. Adm. $2.00. Info: Jim Cope, 436 University Blvd., Wenonah, NJ 08090, (609)468-4494.

MARION, OH. Oct. 4-6: NMRA Mid-Central Region Fall Convention at L-K Convention Center, U.S. 23 & Ohio 95. Adm. $25.00 adults w/banquet, $15.00 w/o banquet (before Sept. 15). Featuring clinics, contests, layout tours, movies, and prototype. Info: Harold Titus, 411 Laughbaum Dr., Galion, OH 44833

NORTH OLMSTED, OH. Division Four's 12th Annual Carnival of Model Railroading at the Great Northern Mall, I-480 & Great Northern Blvd., from 10 a.m. to 9 p.m. Fri. & Sat., and 12 to 5 p.m. Sun. Adm. free. Featuring dealers flea market, operating layouts, displays, and slide programs. Info: Ron Morgan, 151 Kempton Dr., Berea, OH 44017; (216)234-3623

OKLAHOMA CITY, OK. Sept. 21: Mid-Continent Region's Greater Oklahoma City Area Model Railroad Meet at Rose State College Student Union, 6420 S.E. 15th St., from 9 a.m. to 5 p.m. Adm. $4.50 adults, $1.50 children 6-12, children 5 and under free. Info: Bob Linn, 4700 N. Norman, Oklahoma City, OK 73122; (405)789-4567.

TULSA, OK. Oct. 26-27: Fall Meet and Model Railroad Show sponsored by the Eastern Oklahoma Division, NMRA, and Green Country Model Railroaders Assoc. at the Tulsa Vo-Tech Campus starting at 8 a.m. Adm. $3.00. Featuring clinics, contests with NMRA merit judging, swap tables, layout tours, and speaker. Info: Jim Heidorn, 6732 E. 26th Court, Tulsa, OK 74129; (918)835-3060.

PROVIDENCE, RI. Nov. 2: NER Fall Convention and Train Show sponsored by the Little Rhody Division at the Marriott Charles at Orms from 9:30 a.m. to 3 p.m. Featuring fantrip, movies, clinics, contests, speakers, banquet, and layout tours. Info: Allan Howard, 49 Fountain St., Pantucket, RI 02860; (401)723-3758.

GOODLETTSVILLE, TN. Nov. 2: NMRA SER Cumberland Division Fall '85 Meet at the Goodlettsville Community Center, Memorial Dr., from 9 a.m. to 5 p.m. Adm. $2.00 adults, $1.00 children 12 and under. Featuring clinics, auction, raffle, model contest, modular railroads, and displays. Info: Bob Hultman, 314 Eualala Ct., Nashville, TN 37211; (615)833-5158 (after 5 p.m.).

HAMPTON, VA. Nov. 2: Tidewater Division, MER, NMRA at Newmarket North from 10 a.m. to 4 p.m. Reg. $1.00. Info: Ralph Oxhandler, P.O. Box 2087, Newport News, VA 23602; 874-0825.

RICHMOND, VA. Nov. 2: James River Division, Midwest Region, NMRA Fall Meet at the Science Museum of Virginia (Broad St. Station), 2500 W. Broad St. Info: Tully H. Turney, Box 1, Hampden-Sydney, VA 23943; (804)223-8170.

WILLIAMSBURG, VA. Sept. 21: Tidewater Division, MER, NMRA at Bruton Parish Hall from 10 a.m. o 4 p.m. Reg. $1.00. Info: Ralph Oxhandler, P.O. Box 2087, Newport News, VA 23602; 874-0825.

MILWAUKEE, WI. Oct. 20: Midwest Region Wisconsin Southeastern Division Meet at the University of Wisconsin-Milwaukee, Physics Bldg., Kenwood Blvd. & Cramer St., from 1 to 4 p.m. & 4 to 6 p.m. Adm. free. Info: Richard Cecil, 2025 E. Greenwich, Apt. 205, or LaRoye Chisley, 7062 N. 38th Ct., Milwaukee, WI 53209; (414)332-3729 or (414)352-3546.

SPOKANE, WA. Oct. 26: The 5th Division PNR/NMRA Mini-Meet sponsored by the River City Modelers at the Holiday Inn East, 110 4th, from 9 a.m. to 5 p.m. Adm. $2.50. Featuring clinics, tours, model contest, and various entertainment. Info: Shirley Sample; (509)624-4117 (days) or Bob Sample; (509)292-8332 (evenings).

NEENAH, WI. Oct. 26: Winnebagoland Division Fall Meet, MWR, NMRA at the Neenah Labor Temple, 157 S. Green Bay Rd., from 8 a.m. to 10 p.m. Adm. $3.00 per person, $5.00 family ($8.00 for banquet). Info: Bob Cole, 7921 N. French Rd., Appleton, WI 54915; (414)733-0564 or Jerry Nichols, Rt. 1, Box EH 47, Waupaca, WI 54981; (715)258-7226

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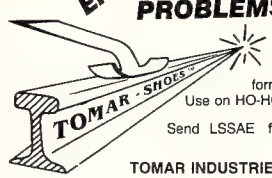

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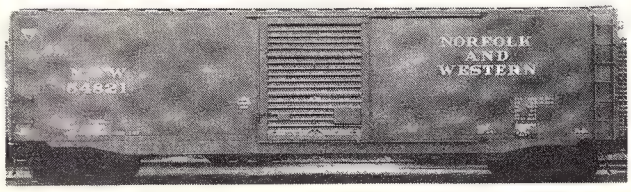

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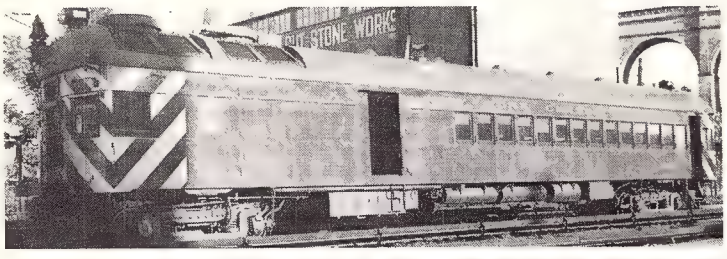

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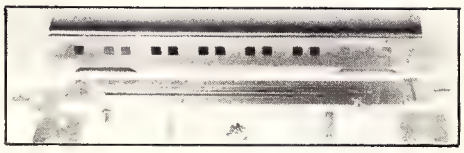

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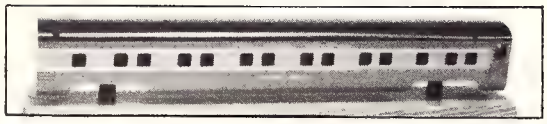

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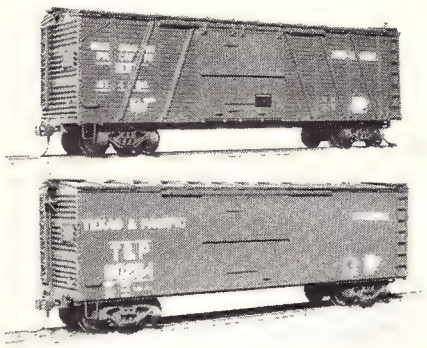

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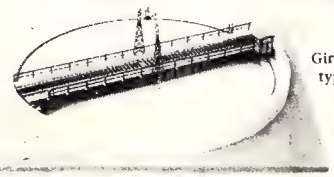

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COLLINGWOOD, ONTARIO, CANADA. Sept. 28: Central Ontario Division, Niagara Frontier Region Meet at the All Saints Anglican Parish Hall, Elgin St., from 10 a.m. to 4 p.m. Reg. $2.00 Featuring clinics, contests, layout tours, and dealers. Info: Bill Payne, (705)429-2762 or Rema Carver; (416)457-2762.

GUELPH, ONTARIO, CANADA. Sept 21: Western Ontario Division, Niagara Frontier Region/The Royal City Modular Railway Club Joint Meet at the St. Joseph Church, Guelph St. & Paisley Rd., from 10 a.m. to 4 p.m. Reg. $2.00. Info: Dennis Clayton, 24 Dodds Ave., Guelph, Ontario, Canada N1E 5X3; (519)824-4083

OTTAWA, ONTARIO, CANADA. Oct. 18-20: NMRA Niagara Frontier Region's Annual Fall Convention "A Capitol Place To Be In '85", hosted by the St. Lawrence Division at the Chimo Inn, St. Laurent Blvd. Reg $30.00. Info: Gordon Clark, 1221-1883 Riverside Dr., Ottawa, Ontario, Canada K1G 0E8; (613)523-8133.

DAWLISH, SOUTH DEVON, ENGLAND. Sept. 27-29: NMRA British Region Convention at the Langstone Cliff Hotel, Dawlish Warren. Info: Rod Welch, 12 Chestnut Grove, Clevedon, Avon, BS21 7LA, England; 0272 874706

SASSENHEIM, THE NETHERLANDS. Oct. 20: Contactgroep NMRA Nederland at Postiljonmotel Bunnik nr Utrecht, The Netherlands from 10 a.m. to 5 p.m. Featuring semiannuelmeet, movies, clinics, and auction. Info: Hans van den Bosch, W.Warnaarlaan 70, NL-2172 JA Sassenheim, The Netherlands; (31)2522-11435.

Club shows

LOS ANGELES, CA. Nov 2-3, 5, 9-10: Pasadena Model Railroad Club's Open House and Show at 5458 Alhambra Ave. from 12 to 5 p.m. & 7 to 10 p.m. Sat. (2nd & 9th), 12 to 5 p.m. Sun. (3rd & 10th), and 7 to 10 p.m. Tues. (5th). Adm. $1.00 adults, $.50 children. Info: Bill James; (818)284-2664 (Tues. & Sat.)

NORTH HOLLYWOOD, CA. Sept. 26, 28-29: Valley Model Railroad's Last Open House Before Eviction at 6817 Troost Ave. (one block east of Lankershim Blvd., one half block north of Van Owen Ave.) from 7 to 11 p.m. Thurs., 10 a.m. to 10 p.m. Sat., and 10 a.m. to 5 p.m. Sun. Info: Harry Dardis, 18000 Welby Way, Reseda, CA 91335; (818)344-5261.

SAN DIEGO, CA. Sept. 14-15, 21-22, 28-29, Oct 5-6, 12-13, 19-20, 26-27: San Diego Model Railroad Museum Operating Exhibit at the Casa De Balboa, from 11 a.m. to 5 p.m and 1 to 5 p.m. Adm free. Info: Roger Steadman; (619)462-1058

LOVELAND, CO. Oct. 19-20: Big Thompson and Northern Model Railroad Club's 4th Annual Hobby Festival and Swap Meet at the Larimer County Fairgrounds, McMillan Bldg., from 1 to 7 p.m Sat. and 10 a.m. to 6 p.m. Sun. Info: Big Thompson & Northern Model RR Club, c/o Michael Conley, 126 E. 22nd St., Loveland, CO 80537; (303)669-3579

WATERBURY, CT. Oct. 20: Saint Anne Home and School Assoc. Train Show and Sale at the Saint Anne's Church basement, 515 S Main St., from 11 a.m. to 5 p.m. Adm $2.00 adults, $4.00 family, children 13 and under free. Info: Mark J. Pronovost, 36 Kaytonne Ave., Waterbury, CT 06710. (203)574-3713.

CHICAGO, IL. Nov. 2: The Smokey Mountain Model Railroad Club's 40th Anniversary of the Smokey Mountain Railroad at 1507 N. Keystone Ave. from 7:30 p.m. to 12 midnight. Adm. free. O scale steam, diesel and trolley operation. Info: John Andresen, 1507 N Keystone Ave., Chicago, IL 60651; (312)252-0722.

DECATUR, IL. Oct. 13: Decatur Model Railroad Club's Open House and Swap Meet at 2300 N. Monroe from 12:30 to 4 p.m. Info: Michael Kloepping, 2920 E. Hickory, Decatur, IL 62526.

FREEPORT, IL. Oct. 27: The Stephenson Society of Model Trainmen Fall Open House at the Freeport Art Museum , 121 N. Harlem Ave., from 12 to 5 p.m. Adm. $.50 adults, $.25 children. Large new Fever River Railroad in operation plus modular railroad, static displays, and railroad art. Info: A Olson, 1861 Ridge Dr., Freeport, IL 61032.

CROWN POINT, IN. May 1-Oct. 31: Hoosier Line Model Railroad Club's Open House at the Old Court House (enter west door), every Sunday from 1 to 4:30 p.m. Adm. $1.00 family Info: Tom Claussen; (219)663-3086.

GRIFFITH, IN. Oct. 27: Ridge Model Railroader's Open House at Lake Ridge Schools Administration Center, Ridge Rd. at Colfax St. from 3 to 7 p.m. Adm. $1.00. Info: Chuck White, 2842 100th St., Highland, IN 46322; (219)924-8346.

HIGHLAND, IN. Oct. 23: Illiana Train Club's Swap Meet at the LARC West Development Center, 9600 Kennedy Ave Adm. $.50 adults, children 12 and under free. Info: Stephen Wroblewski; (219)924-5534 or Joe Algozzini; (312)895-2273

PARSONS, KS. Sept. 21: Parsons Model Railroad Engineers Area Meet at Labette County Jr. College from 8 a.m. to 3 p.m. Adm. $4.00 adults, children 12 and under free. Info: Mike Peters, 1920 Morgan St., Parsons, KS 67357; (316)421-2347.

MIDDLEBOROUGH, MA. May 27-Sept. 30: A&D Toy-Train Village and Railway Museum, Inc., 49 Plymouth St., from 10 a.m. to 5 p.m. daily Adm. $2.50 adults, $1.25 children 5-12, $2.00 senior citizens. Over 30 vperating toy trains, 35 permanent exhibits, and gift shop with new and used trains. Info: Call (617)947-5303.

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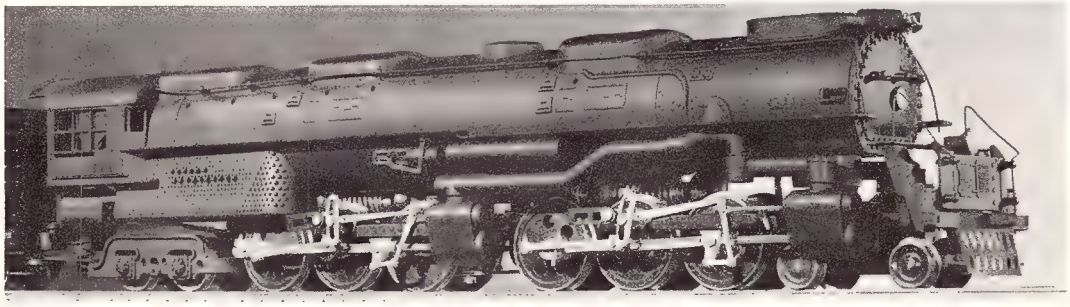

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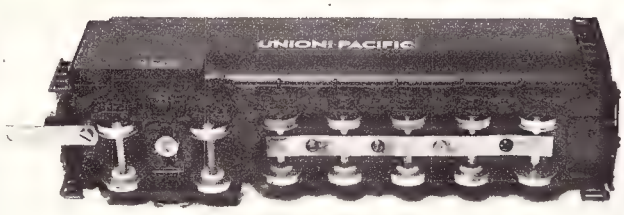

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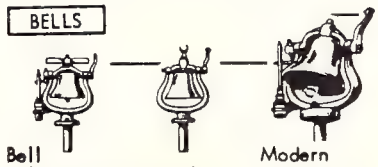

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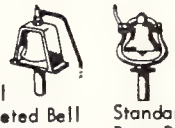

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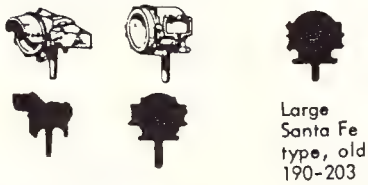

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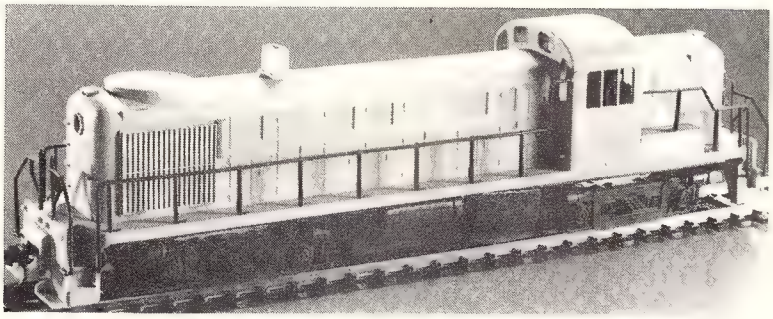

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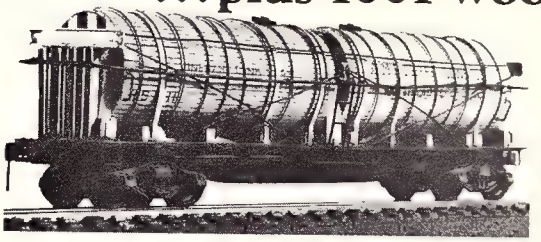

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SHREWSBURY, MA. Oct. 27: Mass. Central Railway Society's 4th Annual Railroad Show at the Shrewsbury Junior High School from 10 a.m. to 3 p.m. Adm. $2.50 adults, $1.00 children 7-12 and seniors. Featuring Northeast N-Trak, test track, food, and free parking. Info: Walter J. Chazotte, 162 Walnut St., Shrewsbury, MA 01545; (617)845-7331 (from 6 to 10 p.m.)

WAKEFIELD, MA. Sept 21: North Shore Model Railroad Club Show and Open House at Wakefield American Civic Center from 10 a.m. to 4 p.m. Adm. $2.00 adults, $.50 children, $5.00 family, children 5 and under and senior citizens free. Info: North Shore Model RR Club, Inc., P.O. Box 183, 404r Main St., Wakefield, MA 01880; (617)245-4742.

BALTIMORE, MD. Sept. 21-22: WB&A Tractioneers' Annual Open House in the rear of 4009 Frederick Ave. from 11 a.m. to 9 p.m. Sat. and 11 a.m. to 6 p.m. Sun. Info: Dave Kingston, 4022 Massachusetts Ave., Baltimore, MD 21229; (301)646-2530.

BERRIEN SPRINGS, MI. Oct. 5: Berrien County Model Railroad Club's Annual Show-Clinic-Movies at the Berrien County Youth Fairgrounds from 12 to 5 p.m. Adm. free. Info: Bob Burger, 813 Clemens, St. Joseph, MI 49085; (616)429-0147

KALAMAZOO, MI. Nov. 3: Kalamazoo Model Railroad Club's 6th Annual Model Train Show and Sale at the Kalamazoo County Center Bldg., 2900 Lake St., from 10 a.m. to 4 p.m. Adm. $1 50 adults, $.50 children 13 and under. Info: Norman K. Russel, 2427 Aberdeen Dr., Kalamazoo, MI 49008; (616)349-1784.

ST. LOUIS, MO. Sept. 28: The Ozark N-Trak Club's 1st Annual N-Trak Show and Swap Meet at Howard Johnsons Convention Center from 9 a.m to 5 p.m Adm. $2.00 adults, children 16 and under free. Info: Mark Lovett; (417)883-7408 or David Nortridge; v417)881-5081.

KEENE, NH. Nov 3: Monadnock Rails Model Railroad Club's Train-O-Rama, Sales, and Open House at the Keene Recreation Center, 312 Washington St., from 10 a.m. to 4 p.m. Adm. $1.00 adults, $.50 children 12 and under, $3.00 family Dealer displays, model displays, operation club layout, and refreshments. Info: James F. Rose, Sr., 20 Schult St , Keene, NH 03431; (603)357-4058 (evenings)

ASBURY PARK, NJ. Oct. 18-20, 26-27: Garden State Central Model Railroad's 23rd Annual Model Railroad Show at 607 8th Ave from 7 to 9 p.m. Fri. and 1 to 5 p.m. Sat & Sun. Operating HO layout (w/an "Onboard" system) and slide show. Adm. $2 00 adults, $1.00 children and seniors. Info: Bob Judge, 508 Lakewood Rd., Neptune, NJ 07753; (201)775-2394.

ELBERON, NJ. Oct 4-6, 11-13: The North Jersey Coast Model Railroad Club's Annual Fall Show in the Elberon Train Station, Lincoln Ave., from 7 to 9 p.m. Fridays and 12 to 5 p.m. Saturdays & Sundays. Adm. free. Info: Bill Vantuono. (201)223-8053 (after 7 p.m.).

FLEMINGTON, NJ. Oct. 5-6, 12-13: Flemington Central and Navagatin Railroad at Three Bridges from 1 to 5 p.m. Adm $4.25 adults, $3.00 children 12 and under. Info: Bruce Zaccagnino, Box 18, River Rd., Flemington, NJ 08822. (201)782-9673.

NORTH BRUNSWICK, NJ. Sept. 22: Marklin Enthusiasts of America's Summer Meet at the Flagpost Inn, Rt. 1 South, from 11 a.m to 4 p m Adm. $3.00. Info: Esther Hartmann, c/o M.E A., P.O. Box 189, Beverly, NJ 08010; (201)566-2304.

WOODBURY HEIGHTS, NJ. Oct. 19: St. Margaret Men's Club Semi-Annual Train Meet at St. Margaret's School Hall, 3rd Ave & Beech St., from 10 a.m. to 3 p.m. Adm. $1.00 adults, $.50 children 12 and under. Info: Robert Ainsworth, c/o St. Margaret's Church, 334 Beech St., Woodbury Heights, NJ 08097; (609)468-0683

BROOKLYN, NY. Oct. 18-20, 25-27, Nov. 1-3: Bay Ridge Model Railroad Club's 36th Annual Show at Clubrooms, 28 Marine Ave , from 8 to 10 p.m. Fridays, 2 to 5:30 p.m. Saturdays and Sundays. Adm. $1 50 adults, $1.00 children. Info: George Schmidt, 740 Stafford Ave., Staten Island, NY 10309; (718)317-1591

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BUFFALO, NY. Oct. 4-6: Niagara-Orleans Model Engineers present "Rainbow Rails '85" Model Railroad Show at the Eastern Hills Mall, Transit Rd., from 9 a.m. to 9 p.m. Fri. & Sat. and 12 to 5 p.m. Sun. Adm free. Info: Doug Nagel, P.O. Box 71, Middleport, NY 14105.

CORFU, NY. Oct. 19-20: Great Lakes Central Model Railroad Club's Open House at the I.O.O.F. Hall, 57 N. Alleghany Rd. (Rt. 77), from 10 a.m. to 5 p.m. Sat. and 9 a.m. to 5 p.m Sun Adm. free. Info· Daniel Orr, 2608 School St., East Pembroke, NY 14056; .(716)762-9005, or David Ottaviani, 21 Knapp Rd., No. 7B, Akron, NY 14001; (716)542-4003.

NEWBURGH, NY. Oct 26-27: Town of Newburgh Model Railroad Club at the Town of Newburgh Recreation Center, Rts. 32 & 300 (Holts Corners), from 12 to 5 p.m. Adm. $1.00. Info: Town of Newburgh Recreation Office, 105 Plattekill Turnpike, Newburgh, NY 12550, (914)564-7815.

TROY, NY. Oct. 5: Rensselaer Model Railroad Society's Steam-era Open House in the basement of Davison Hall, RPI Campus, from 1 to 4 p.m. Adm. $2.00. Info: John Stanford, Box 27, Student Union, RPI, Troy, NY 12181; (518)274-4588.

AKRON, OH. Sept. 27-29· Whistle Stop Train Show and Sale at Chapel Hill Mall, off Rt 8 (between Howe Rd. & Tallmadge Ave.), from 10 a.m. to 9 p.m. Fri. & Sat. and 12 to 5 p.m. Sun Adm. free. Info· James Madden; (216)476-0456.

COSHOCTON, OH. Nov. 2-3: Associated Model Railroad Engineers of Coshocton at 125 N. 2nd St. from 10 a.m. to 6 p.m. Sat. and 12 to 6 p.m. Sun. Adm. free. Info· Roger E. Beighley, 345 McClain Ave., Cochocton, OH 43812; (614)622-8686.

GALION, OH. Oct. 26-27: Galion Model Railway Association's Fall Open House on the 3rd floor of the Quay Bldg. from 12 to 3 p.m. Adm. free. Info: R. A. Fry, 59 Chilton Ave., Mansfield, OH 44907.

GREENVILLE, OH. Sept. 22· The Darke County Model Railroad Club's Open House at 405½ S. Broadway from 11 a.m. to 4 p.m. Adm. free. Info: Jerry Rich, 6621 Hollansburg-Sampson Rd , Arcanum, OH 45304; (513)692-8757.

WESTLAKE, OH. Nov. 2-3: Whistle Stop Train Show and Sale at Westlake High School, 27830 Hilliard Blvd., from 10 a.m. to 5 p.m. Adm. $2.00 adults, $.50 children 12 and under, $3.50 family. Info: James Madden; (216)476-0456.

ZANESVILLE, OH. Oct. 5-6: Zanes Trace and National Trail Model Railroad's Open House on the 3rd floor of Business Equipment, 4th & Market Sts., from 1 to 6 p.m. Adm. free. Info: William Lyon, 333 Broadview Ave., Zanesville, OH 43701; (614)454-2860.

CORVALLIS, OR. Nov. 2-3: Corvallis Society of Model Engineers' Annual Show at Adair Village (5 miles N. of Corvallis on Hwy. 99W) from 10 a.m. to 6 p.m. Sat. and 12 to 5 p.m. Sun. Adm. $1.25 adults, $.75 children 7-12 (under 6 free). Info: Pat Cochran, 2825 N.W. Duchess Pl., Corvallis, OR 97330; (503)757-8422.

CLARION, PA. Oct. 10-13: Clarion Model Railroad Club's Train Display and Open House at the Clarion Mall. Adm. $.50 adults, children 12 and under free. Info: Rich Steiner, Rt. 2, Box 161A, Clarion, PA 18214; (814)226-5354 or Robert Hartle, R.D. 1, Tionesta, PA 16353; (814)744-8065.

LOCKHAVEN, PA. Oct. 6:The 6th Annual Clinton County Model Railroad Meet sponsored by the Clinton Central Model Railroad Club at the Dunnstown Fire Co., Rt. 150, 119 Woodward Ave., from 9 a.m. to 3 p.m. Adm. $2.00 adults, $3.00 family. Info: Bob Leckey, R.D. 1, Box 491, Jersey Shore, PA 17740; (717)753-5815.

NAZARETH, PA. Oct. 4-6, 11-13: Nazareth Area Society of Model Engineers' 5th Annual Open House at 23 Belvidere St. from 7 to 9 p.m. Fri. and 1 to 4 p.m. & 6 to 9 p.m. Sat. & Sun. Adm. free. Info: Roger Wolfe, Box 327, R.D. 4, Easton, PA 18042; (215)252-8082.

FORT WORTH, TX. Oct. 12-13: General Dynamics Recreation Assoc. Railroad Club's Railroad Show and Fair at 3400 Bryant Irvan Rd from 12 to 6 p.m. Adm. $2.00. Info: Robert Bray, 1820 Spruce Lane, Ft. Worth, TX 76126; (817)249-4965.

IRVING, TX. Oct. 26: Southwest 'O' Scale Meet sponsored by the "O" Scale Railroading, Inc. at the Ramada Inn, 120 W. Airport Freeway, from 9 a.m. to 5 p.m. Info: Larry Muir, P.O. Box 937, Irving, TX 75060; (214)438-1131.

RICHMOND, VA. Nov. 1-3, 8-10: Richmond Freelance & Prototype Model Railroaders, Inc. Club Show at The Science Museum of Virginia (formerly Broad St. Station), 2500 W. Broad St., from 5 to 9 p.m. Fri., 10 a.m. to 9 p.m. Sat., and 11 a.m. to 5 p.m. Sun. Adm. $2 00. Info· Jim Nestor, Show Chairman; (804)730-2883.

VIENNA, VA. Sept. 21-22, Nov. 16-17: Northern Virginia Model Railroaders, Inc. Open House at the Washington and Old Dominion Railroad Station, 231 Dominion Rd. (at Ayr Hill Rd.), from 1 to 5 p.m. Adm. free. Info: Call (703)938-5157.

HAMILTON, ONTARIO, CANADA. Oct. 12: H.O. Model Engineers Society presents an Evening of Railroad Slides and Movies at the St. John Ambulance Bldg. 500 Upper Wellington St. starting at 7:30 p.m. Adm. $4.00. Info: Ron Tuff, 115 Athenia Dr., Stoney Creek, Ontario, Canada L8J 1S4; (416)573-3560.

HARRISON, ONTARIO, CANADA. Oct. 5: Boomer Annual Auction at the Harrison Arena, Young St Info: Fred Luff, 1536 Forestdale Court, Oakville, Ontario, Canada L6H 3A1; (416)845-2211.

SARNIA/PETROLIA, ONTARIO, CANADA. Nov. 3: International Model Railroad Month will be launched with "Railfilmfest '85" sponsored by Victoria Playhouse and W. D. Short in Victoria Hall from 9 a.m. to 4 p.m. Featured will be professionally made films for model railroaders and rail fans. Adm. $14.00 adults (includes continental breakfast, lunch, and door prizes), $10.00 children. Info: SSAE Railfilmfest '85, 176 Vidal St. S., Apt. 801, Sarnia, Ontario, Canada N7T 2T6.

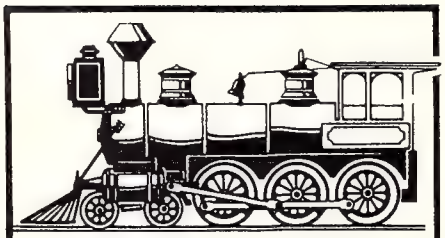
Train collector meets

PHOENIX, AZ. Oct. 26-27: Sahuaro Central Train Show and Swap Meet at TBA from 10 a.m. to 4 p.m. Adm. $3.00 adults, children 12 and under free w/an adult. Info: Train Show, P.O. Box 5664, Phoenix, AZ 85079-6664; (602)274-2327.

SCOTTSDALE, AZ. Oct. 12-13: RailFair at Mc Cormick Railroad Park, 7337 E. Indian Bend Rd. Adm. free. Info: Steve Lehman, 7337 E. Indian Bend Rd., Scottsdale, AZ 85253; (602)994-2312

OAKDALE, CA. Nov. 3: Stanislaus Area Model Rail Enthusiasts Swap Meet and "How-To" Show at Oakdale Community Center, 260 N. 3rd Ave., from 10 a.m. to 4 p.m. Adm. by donation. Info: Tony Navarro; (209)847-1048 or George Pettygrove; (209)522-3357.

PERRIS, CA. Oct. 19: The Orange Empire Railway Museum Model Trolley Meet at the Town Hall on Musuem Grounds, from 11 a.m to 3 p.m. Adm. free. Info: SSAE, Ken Hamilton, 29432 Quailwood Dr., Rancho Palos Verdes, CA 90274.



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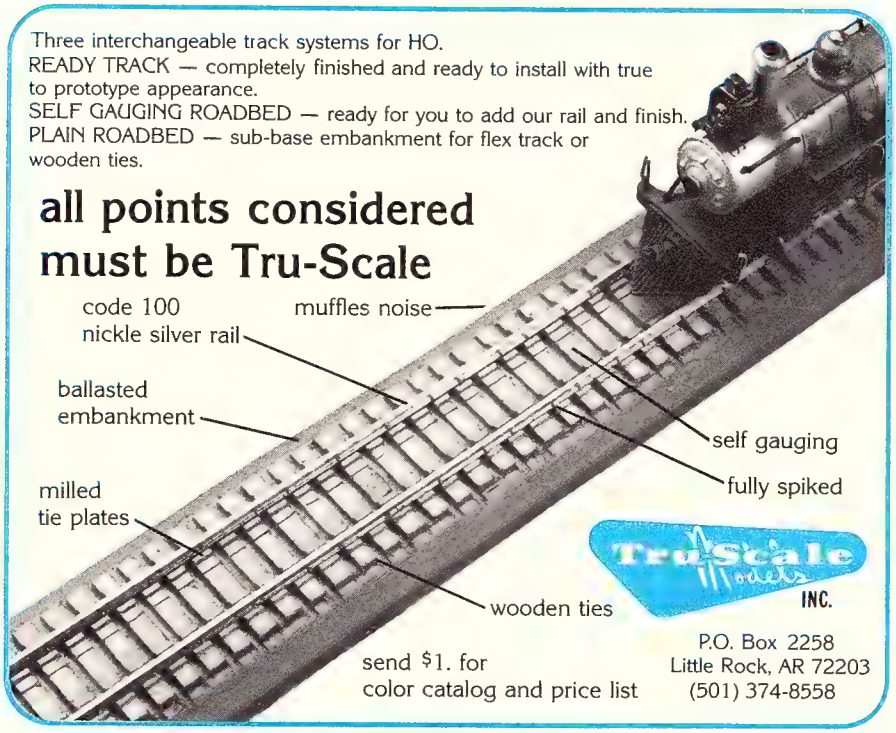

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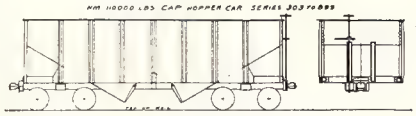

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POMONA, CA. Nov. 2: West Covina Brotherhood of Model Railroaders' Swap Meet at 132 E. 1st from 8 a.m. to 11 a.m. and from 1 to 5 p.m. and 7 to 10 p.m. will be an open house. Info: Jess Taylor; (714)985-6048.

TURLOCK, CA. Oct. 12: Model Railroader's Swap Meet at 1468 Lander Ave. in the parking lot at the Square Roundhouse. Adm. free. Info: Harold Lindquist, 1488 Lander Ave., Turlock, CA 95380; (209)634-4254.

GREENWICH, CT. Westchester Model Railroad Club's 11th Annual "Genuine Rye Fall Train Meet" at the Greenwich Civic Center (Old Greenwich Ct.) (Exit 5 off I-95), from 12 to 4 p.m. Adm. $3.00 adults, $1.00 children 12-15, children 12 and under free w/an adult. Info: Frank Pisante, P.O. Box 358, Rye, NY 10580; (203)323-6832.

MILFORD, CT. Sept. 22: Connecticut's Original Train Meet at the Knights of Columbus Hall, 625 Bridgeport Ave. (U.S. 1), from 8:30 a.m. to 12 p.m. Buy, sell, trade all gages, catalogs, parts, and railroadiana. Info: SSAE, John Pavlick, P.O. Box 651, New Milford, CT 06776.

NEW HAVEN, CT. Sept. 29: The New York, New Haven, and Hartford Train and Toy Meet at 554 Woodward Ave. (Exit 50 off I-95) from 9 a.m. to 1 p.m. Reg. $3.00. Info: Ludwig Spinelli, P.O. Box 5061, Bridgeport, CT 06610; (203)926-1327.

OLD GREENWICH, CT. Oct. 13: The Tri-State Div. of the Toy Train Operating Society's Autumn Meet at the Greenwich Civic Center from 9 a.m. to 1 p.m. Adm. $3.00 ($2.00 in advance). Info: Call (212)654-4075.

STRATFORD, CT. Oct. 12: Housatonic Model Railway Train Show at St. James gymnasium, corner of Main & Broad Exit 32 off I-95), from 10 a.m. to 4 p.m. Adm. $2.00 adults, $4.00 family. Info: Allan Snow, 22 Eld St., New Haven, CT 06511; (203)865-0349.

WASHINGTON, D.C. Oct. 12-13: Greenberg's Great Train Dollhouse Miniature and Toy Show at the Sheraton Hotel Convention Center, Beltway, Exit 20B, from 11 a.m. to 5 p.m. Adm. $4.00 adults, children 12 and under free w/an adult. Featuring layout workshops, operating layouts by local clubs, railfan movies, layout and kitbashing contests. Info Sharon Armacost; (301)876-8640.

COCOA, FL. Oct. 26: The Space Coast, Early Risers, Train Club Toy and Model Train Show and Sale at the Kiwanis Hall, off U.S Rt. 1, under the Water Tower, from 9:30 a.m. to 3 p.m. Adm. $1.50 adults, children 10 and under free w/an adult. Info: Call (305)453-4125

ORLANDO, FL. Sept. 28, Nov. 9: Model Railroad Show and Swap Meet at the Altamonte Springs Civic Center, 830 Magnolia Dr., from 9 a.m. to 3 p.m. Adm. $2.00 adults, children 12 and under free. Info: Ron DeVincenz, 730 Evangeline Ave , Orlando, FL 32809; (305)855-3894.

ROME, GA. Oct. 18-20: Train and Toy Show sponsored by The Freight Station Railway Co. at the Heritage Holidays Riverbend Mall. Adm. free. Info: Freight Station RXR Shows, 3329 White Castle Way, Decatur, GA 30034; (404)987-2773.

SMYRNA, GA. Nov. 2: Cobb County Society of Ferro-Equinologists 3rd Annual Railroad Show at the Cobb Center Mall, 2200 S. Cobb Dr., from 10 a.m. to 9 p.m. Adm. free. Info: Charles Cole, 2597 Evergreen Trail S.E., Smyrna, GA 30080; (404)436-2401 (weekdays) or (404)433-2295 (evenings & weekends).

BLOOMINGTON, IL. Sept. 29: The 4th Annual Midstate Dispatchers' Swap/Shop/Sale Meet sponsored by the Illinios Valley Railway Assoc. at Corn Belt Electric Co-Op, 1502 S. Morrissey Dr., from 11 a.m. to 5 p.m. Featuring two live programs, operating layouts, railroadiana and memorabilia, clinics, historic steam movies, displays, and much more. Info: Roy Scrivner, P.O. Box 103, Bloomington, IL 61701; (309)663-4671.

BLOOMINGTON, IL. Nov 2-3: Eastland Mall Model Railroad Show and Swap Meet sponsored by the Illinios Valley Railway Assoc. at the Eastland Mall, Rt. 9 & Veterans Parkway, from 10 a.m. to 9 p.m. Sat. and 12 to 5 p.m. Sun. Adm. free.

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Info: Keith Erickson, Illinois Valley Railway Assoc., P.O. Box 103, Bloomington, IL 61702; (309)662-1048.

MATTOON, IL. Oct. 13: Coles County Central Model Railroad Club's Swap Meet at DeMars Bldg., Peterson Park, 5th & Broadway, from 10 a.m. to 4 p.m. Adm. $1.00 adults, children 12 and under free. Info: Bob Welsh, R No. 2, Mattoon, IL 61938; (217)234-4688 or 234-9404.

ROCKFORD, IL. Oct. 6: Lionel Collectors Club of America's Meet at the Howard Johnson's, Rt. 252 & U.S. 20. Info: Brady Thor; (815)398-0874.

TUSCOLA, IL. Nov. 3: Douglas County Model Railroaders All Gauge Train Show and Train Flea Market at the Tuscola Community Bldg. from 10 a.m. to 4 p.m. Adm. $.50. Featuring operating displays and N HO S trains. Info: Claude W. Benner, R.R. 3, Box 336, Tuscola, IL 61953; (217)253-3003.

SOUTH BEND, IN. Oct. 20: St. Joe Valley Railroad Club's Swap Meet at Nortre Dame Athletic and Convocation Center from 10 a.m. to 4 p.m. Adm. $2.00, $3.00 family. Info: Walt Eger, 52632 Hollyhock Rd., South Bend, IN.

DODGE CITY, KS. Nov. 2-3: Boothill Model Railroad Club's Annual Train Show at the Village Square Mall, U.S. 50 By-Pass & N. Central, from 9 a.m. to 5 p.m. Adm. $.75, children 6 and under free. Featuring O, HO, N and Z working moduals, swap meet, new and used trains and railroadiana. Info: Dale Sutton, 804 13th Dodge City, KS; (316)225-4348 (after 6 p.m.).

LEXINGTON, KY. Oct. 5: Bluegrass Railroad Club Show and Flea Market at the Mary Queen of the Holy Rosary School gymnasium, 2051 Clays Mill Rd., from 11 a.m to 5 p.m. Adm. $1.00 adults, $2.50 family. Info: Tom York; (606)293-2796 (after 6:30 p m.) or Don Dodson; (606)272-6732 (after 7 p.m.).

MIDDLEBOROUGH, MA. Oct. 27: A & D Meet. Trains of all gauges, makes and countries. Adm $2.00, $5.00 family. Info: Adolf Arnold, 49 Plymouth St., Middleborough, MA 02346; (617)947-5303.

SANDWICH, MA. Sept. 21-22: Miniature and Collectables Show sponsored by The Carl Hagenbeck Ring of the Circus Model Builders International at the Henry T. Wing Elementary School, Water St. (Rt. 130), from 12 to 8 p.m. Sat. and 12 to 6 p.m. Sun. Adm. $1.00. Info: Henry L. Watson, 69 Columbus Ave., West Bridgewater, MA 02379; (617)587-7387.

CUMBERLAND, MD. Oct. 12: Maryland-West Virginia Model Railroad Association's Fall Meet at the Holiday Inn, S. George St., from 10 a.m. to 4 p.m. Adm. $2.00 adults, children 12 and under free w/an adult. Info: Goff Turner, Rt. 6, Box 14800, Vermont Ave., Cresaptown, MD 21502; (301)729-0091, Tom Wolford, Rt. 2, Box 233, Ridgeley, WV 26753; (304)726-8576, or Pete Wotring, 1008 Oldtown Rd , Cumberland, MD 21502; (301)724-0266.

GAITHERSBURG, MD. Sept. 22: Annual Model Railroad White Elephant and Auction Sale sponsored by Maryland Central Model Railroad, Inc. at the Montgomery County Fairgrounds, 16 Chestnut St. Adm. $2.00 adults, children 7 and under free. Info: MCMR, 35 University Blvd. N., Silver Spring, MD 20901, Tom Matty; (301)869-0526, or Ray Soderburg; (301)933-8021.

NEW CARROLLTON, MD. Oct. 12-13: Greenberg's Great Train, Dollhouse Miniature and Toy Show at the Sheraton Hotel Convention Center, Beltway Exit 20B, from 11 a.m. to 5 p.m. Adm. $4.00 adults, children under 12 free w/an adult. Featuring layout workshops, operating layouts by local clubs, railfan movies, and kitbashing contests. Info: Sharon Armacost; (301)239-2456.

TIMONIUM, MD. Oct. 26-27: Ellicott City Scale Model Railroad Association's 7th Semi-Annual "Great Scale Train Show" at the Maryland State Fairgrounds, Exit 17 off Rt. 83 (2 miles N. of Rt. 695), from 10 a.m. to 4 p.m. Adm. $4.00 Sat. (Sun. free), $3.00 Sun. only, $1.00 children 12 and under. Featuring over 300 tables (all scales), operating layouts, train movies, and demonstrations.Info: Howard Zane; (301)730-1036 or Ken Young; (301)730-0796.

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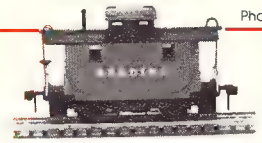

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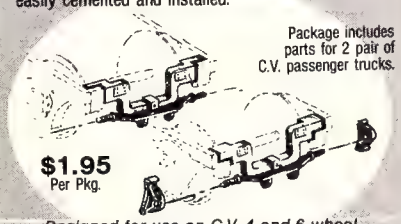

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61502	EMD F-9 diesel, SF		9.99
61505	"	Amtrak	9.99
61509	"	Chessie	9.99
61514	"	PRR (red)	9.99
61702	"	DUMMY, SF	3.99
61714	"	DUMMY, PRR	6.00
62501	Plasser EM80C, UP		11.99
62505	"	Amtrak	11.99
62932	Lited PCC Trolley Chicago Transit Authority		10.99
62933	"	Pacific Electric	10.99
62934	"	Pittsburgh Rwy.	10.99
62942	"	Undec.	10.99
62954	"	PTC	10.99
63502	EMD GP-40, SF		11.50
63503	"	BN	11.50
63507	"	SP	11.50
63516	"	Burlington	11.50
64002	GE U36B, SF		11.50
64009	"	Chessie	

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1511	Firehouse w/fire engine	4.50
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1513	Farmhouse	4.50
1514	Two-story building	4.50
1515	Railroad junction set	4.50
1516	Church	4.50
1517	Barn, Silo & Chicken coop	4.50
1519	Freight depot	4.50
1520	Trackside mini station	2.49
1521	Double tunnel portal	2.49
1522	Gantry crane	2.49
1524	Malden station	4.50
1531	Judy's Corner	4.50
1532	Abby Hotel	4.50
1533	YMCA	4.50
1534	Mart & hardware	4.50
1535	Restaurant	4.50
1536	Joe's Corner	4.50
1537	Movie theater	4.50
1538	Al's Deli	4.50
1539	Post office & bank	4.50
1540	Apartment house	4.50
1541	Burned house (weathered)	4.50
1542	Remco Building cheaning	4.50
1543	Rite Air Drugs	4.50
1544	Marty Meat Shop	4.50
1545	General Electric Co.	4.50
1546	Holland Iron&Steel Works	4.50
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3312	86' 8-door Hi-cube, GT		3.50
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3431	40' Boxcar, RI		1.95
3432	"	West. Pacific	1.95
3441	40' Cattle car, BN		1.95
3444	"	Milw.	1.95
3461	40' Wood boxcar, CNJ		1.95
7052	Fat Albert tank car, ESSO		2.30

ALLEN PARK, MI. Sept. 29: Allen Park Model Railroad Club's 11th Annual Flea Market and Auction at the Kennedy Memorial Bldg., 3240 Ferris, from 11 a.m. to 4:30 p.m. Adm. $1.00 adults, children 12 and under free w/an adult. Info: A. Zombor, 12973 Wesley, Southgate, MI 48195; (313)283-5060.

DEARBORN, MI. Oct. 27: The Redford Model Railroad Club presents "Trainorama '85" at the Dearborn Civic Center, 15801 Michigan Ave., from 10 a.m. to 4 p.m. Adm. $1.50 adults, children 12 and under free w/an adult. Model railroad and railroadiana flea market, operating layouts, switching contest, and films. Info: Frank E. Gendernalik, P.O. Box 1174, Dearborn, MI 48121. (313)937-0361 (evenings)

GRAND RAPIDS, MI. Oct. 27: Western Michigan Railroad Club's Flea Market at the Knights of Columbus Hall, 5830 Clyde Park Ave., from 10 a.m. to 5 p.m. Adm. $1.00 adults, $.25 children 12 and under. Info: SSAE, Ray Nawrot, 2851 Clyde Park Ave., S.W., Grand Rapids, MI 49509; (616)538-6130.

MIDLAND, MI. Oct. 20: Tri-County Model Railroad Club and NMRA-NCR Division 7's 8th Annual Model Railroad Swap Meet at H.H. Dow High School cafeteria, 3901 N. Saginaw Rd., from 11 a.m. to 4 p.m. Adm. $1.00 adults, $.25 children 12 and under. Info: Richard Scott; (517)631-7138 or Wilson W. Hunt; (517)835-1532.

PLYMOUTH, MI. Oct. 13: The Original Plymouth Train Show at the Plymouth Cultural Center, 525 Farmer St., from 11 a.m. to 4 p.m. Adm. $2.00 adults, children 12 and under free w/an adult. Info: Bob & Bonnie Reckinger, 904 Starkweather, Plymouth, MI 48170; (313)455-4455

MOORHEAD, MN. Oct. 27: The 7th Annual Spud Valley Model Railroad Club/Valley Railfans Railroad, Model Railroad and Toy Flea Market at the Moorhead National Guard Armory, 222 S. Fifth St., from 11 a.m. to 4 p.m. Adm. $1.00 adults & children 12 and over, $2.00 family. Info: Railroad Flea Market, P.O. Box 374, Moorhead, MN 56560.

ST. PAUL, MN. Oct. 5: The Twin City Model Railroad Club's 2nd Annual Fall Hobby Sale at the Minnesota State Fairgrounds in the Modern Living Bldg. from 9 a.m. to 3 p.m. Adm. $2.00. Info: Mike Booth; (612)699-9721 or Paul Gruetzman; (612)633-1303

WOODBURY, MN. Oct. 19: Greater East Area Model Railroad Club's 6th Annual Fall Model Railroad, Railroad Collectibles, Antique and Collectible Toy Flea Market at Woodbury Sr. High School from 9 a.m. to 3 p.m. Adm. $2.00 adults, children 12 and under free. Info: Joe Maiden, 8406 Ingleside Ave. S., Cottage Grove, MN 55016; (612)459-5697

ST. LOUIS, MO. Sept. 25, Oct. 23: Lionel Railroad Club, St. Louis Division Meeting at Chippewa Bank, 5440 Gravois Ave. at Gertrude, starting at 7 p.m. Adm. free. Info: Gerald Brettschneider, 192 Niederinghaus Ave., Apt. 7, Granite City, IL 62040.

ST. LOUIS, MO. Oct. 20, Nov. 17: Lionel Operators and Collectors Organization Railroad Swap Meet at Trails West Bowl, 207 Manchester Rd., from 12:30 to 3 p.m. Adm. $1.00. Info: Gerald Brettschneider, 192 Niederinghaus Ave., Apt. 7, Granite City, IL 62040.

ST. LOUIS, MO. Sept. 29: Lionel Collectors Club of America's Meet at Harley Hotel, 3400 Rider Trail S. Info: Larry Strassburger; (314)469-7219.

RALEIGH, NC. Sept. 21: Neuse River Valley Model Railroad Club's Model Railroad and Railroadiana Sale and Swap Meet at the Youth Center, N.C. State Fairgrounds, from 9 a.m. to 2 p.m. Adm. $1.00. Info: George W. Lasley, P.O. Box 52017, Raleigh, NC 27612; (919)834-5531

LEBANON, NH. Oct. 26: Upper Valley Model Railroad Show at Lebanon High School, Exit 17 off I-89, from 10 a.m. to 4 p.m. Adm. $1.50 adults, children 12 and under free. Info: Ken Munsey, R.R. 2, Box 942, Cannan, NH 03741; (603)523-7040 (evenings)

LITTLETON, NH. Oct. 26: Ammonoosuc Valley Railway Association's 6th Annual Fall Model Railroad Show at the Continental 93 Motor Inn, Exit 42 off I-93, from 10 a.m. to 4 p.m. Adm. $1.00 adults, children 12 and under free. Info: Roger

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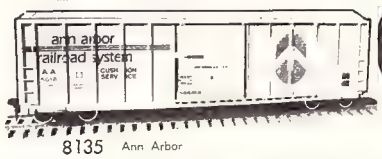
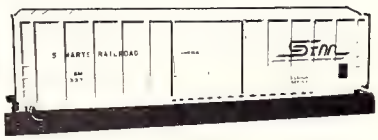
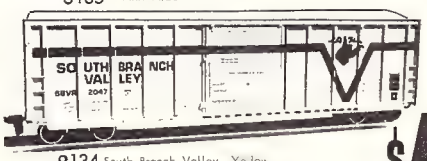


639 AUGUST RELEASE

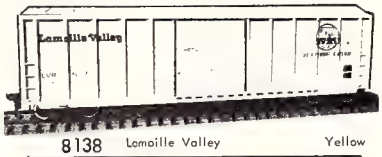
8135 Ann Arbor



8137 St. Marys Railroad White

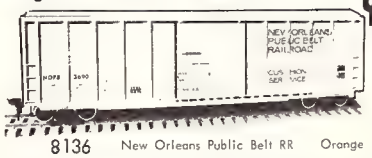


8134 South Branch Valley Yellow

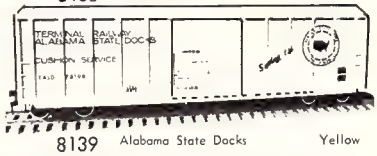


8138 Lamoille Valley Yellow

$4.50 ea



8136 New Orleans Public Belt RR Orange



8139 Alabama State Docks Yellow

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N Scale Release... 6 New Roundhouse Pullman Standard XPF-10 "Peak End" roof box car kits, added to our popular "Go Modern" line! Now our modelers have (19) individual P.S. box cars to choose from... why not own the whole collection of these terrific "eye catchers?" The Roundhouse XPF-10 peak end box car represents the Plate "C" 5-external post paneled series, with a 10' sliding door (kit non-working). New Roundhouse kit features a 1-piece molded body, prepainted and authentically lettered, utilizing official engineering drawings and color photos supplied by our modelers. The 50' P.S. Box Car comes complete with our big, new hi-speed roller bearing trucks and couplers.

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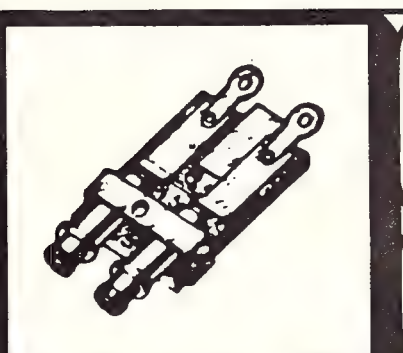

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U28C, U30C, U33C	$14.99	$6.99
SD-9, SDP-40, SD-45	$14.99	$6.99
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PA-1, PB-1	$14.99	$6.99
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18" Radius	Ea. 25c
½-18" Radius	Ea. 22c
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18" Rad. Curved Terminal Track	89¢
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Rerailer	59¢
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Manual Snap Switch (No 4) LorR	$2.79
Remote Snap Switch (No 4) LorR	$4.99
Brass Rail Joiners	4 Doz. 79c
Brass Terminal Joiners	Pr. 49c
Crossings, 121/2, 19, 25, 30, 45, 60, 90	Ea. $2.39

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Brass (Plastic Ties)	Ea. 79c
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MARK 2 TURNOUTS

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15" Radius	Ea. 28c
18" Radius	Ea. 28c
22" Radius	Ea. 28c
6" Straight	Ea. 25c
3" Straight	Ea. 25c
½-18" Radius	Ea. 25c
½-18" Radius	Ea. 25c
18" Rad. Curved Terminal Track	99¢
9" Straight Terminal Track	99¢
Rerailer	89¢
Dead-End Uncoupler	$1.29
Snap Track Assortment	$1.29
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Manual Snap Switch (No. 4) LorR	$3.39
Remote Snap Switch (No. 4) LorR	$5.39
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Nic-Sil Terminal Joiners	Pr. 59c
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U28C, U30C, U33C	$3.39
SD-9, SDP-40, SD-45	$2.59
F-45, FP-45	$3.39
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HASBROUCK HEIGHTS, NJ. Oct. 13: Multi-State Train Meet at V.F.W. Post 4591, 513 Veterans Place (off Rt. 17), from 10 a.m. to 2 p.m. Info: SSAE, George Hudzik, 17 Bellport Place, Garfield, NJ 07026; (201)478-1459 (from 6 to 10 p.m.).

MERCHANTVILLE, NJ. Sept. 28: Cherry Valley Model Railroad Club's 10th Annual Train Meet and Flea Market in the Morse Hall Grace Episcopol Church, Maple Ave. & Center St., from 10 a.m. to 4 p.m. Adm. $3.00. Info: Cherry Valley Model Railroad Club, c/o Chuck Jacobs, 100 Grant Ave., Moorestown, NJ 08057, (609)234-1898.

MONTVALE, NJ. Sept. 29: Bergen County Model Railroad Club Train Meet at St. Joseph's Regional High School, Cestnut Ridge Rd. (Exit 172 off the Garden State Parkway), from 9 a.m. to 3 p.m. Adm. $3.00 adults, children 10 and under free w/an adult. Featuring trains of all gauges, test track, operating layouts, and refreshments. Info: Bergen County Model Railroad Club, P.O. Box 226, Waldwick, NJ 07463,(201)391-3557 (after 6 p.m.)

AMITYVILLE, NY. Sept. 29: Toy Train Operating Society's Train Show, Sale, and Swap Meet sponsored by the Tri-State Div. of the T.T.O.S. in the American Legion Hall, Post No. 1015, from 9 a.m. to 1 p.m. Adm. $2.00 adults (in advance), $3.00 adults (at the door), children free w/an adult. Info: Call (516)691-7628.

CORFU, NY. Oct. 20: Great Lakes Central Model Railroad Club's Flea Market and Swap Meet at the Corfu Fire Hall, Rt. 33, from 9 a.m. to 3 p.m. Adm. $1.00 adults, $.50 children 12 and under, $3.00 family. Info: Daniel Orr, 2608 School St., East Pembroke, NY 14056; (716)762-9005 or David Ottaviani, 21 Knapp Rd., Apt. 7B, Akron, NY 14001; (716)542-4003

DEPEW, NY. Sept. 29: Toy Train Collectors Society Ltd. Train Show, Sale, and Swap Meet at the Hearthstone Manor, 333 Dick Rd., from 11 a.m. to 4 p.m. Info: Terry Lemieux, 2735 Orleans Ave., Niagara Falls, NY 14303

EAST ISLIP, NY. Oct. 6: Suffolk County All Gauge Model Train Collectors Meet at the Knights of Columbus Hall, Hawthorne Ave., from 9 a.m. to 1 p.m. Adm. $3.00 adults, children 12 and under free, $5.00 family. Info: Ray Herold, 52 Annandale Rd., Holbrook, NY 11741; (516)472-9146.

HICKSVILLE, NY. Oct. 13: Mid-Island Train Meet at Sons of Italy Lodge No. 2253, 200 Levittown Parkway, from 9 a.m. to 1 p.m. Adm. $3.00 family. Info: Ted Pagniello, 2990 Dorlon Pl., Baldwin, NY 11510; (516)546-4704

ITHACA, NY. Nov. 3: The Cornell Railroad Historical Society presents "Finger Lake Railfair" at the Ithaca High School cafeteria, N. Cayuga St., from 11 a.m. to 5 p.m. Adm. $1.50 adults, $.75 children 12 and under, children 5 and under free. Info: David Solomon, 106 Queen St., Ithaca, NY 14850; (607)273-4193

JAMESTOWN, NY. Sept. 20-22: Whistle Stop Train Show and Sale at Chautauqua Mall, Rt. 394, from 10 a.m. to 9 p.m. Fri. & Sat. and 12 to 5 p.m. Sun. Adm. free. Info: James Madden; (216)476-0456.

MASSAPEQUA, NY. Oct. 27: Long Island Train-A-Rama and Auction sponsored by Rockville Centre Model Railroader's, Inc. at the Elks Club, 2162 Veterans Blvd. (1 block N. of Sunrise Hwy.), from 12 to 5 p.m. Adm. $3.00. Featuring over 4,000 square feet of trains, door prizes, and operating layout. Info: Walt Connell, 22 Herbert Ave., Massapequa, NY 11762; (516)799-5429.

ONTARIO, NY. Oct. 6: Toy Train Operating Society's Swap Meet at the Middle School, Rt. 350 (off Rt. 104 E.), from 9 a.m. to 3 p.m. Adm. $1.00 adults, children 12 and under free. Info: Mike Goehle, 1904 Meadow Dr., Palmyra, NY 14522; (315)597-6754

PATCHOGUE, NY. Nov. 3: Patchogue Model Railroad Engineers, Inc. 10th Annual Model Railroad Train Meet and Hobby Show at the K. of C. Hall, Railroad Ave., from 10 a.m. to 4 p.m. Adm. $2.50 adults, $1.00 children 12-16 & seniors, children 12 and under free. Info: M. J. Burke, Box 314, Remsenburg, NY 11960; (516)325-0273.

SYRACUSE, NY. Oct. 27: Central N.Y. S-Gauge Association's 9th Annual All-Gauge Halloween Swap Meet and Train Show at Valley American Legion Post, 110 Academy St. (Exit 17 off I-81), from 9 a.m. to 4 p.m. Adm. $2.00 adults, $.50 children 13 and under. Info: Charles A. Brown, 99 Lynnhaven Dr., N. Syracuse, NY 13212; (315)452-0349.

VESTAL, NY. Oct. 6: Binghamton Society of Model Engineers and Susquehanna Valley Chapter National Railway Historical Society's Annual Model Railroad Train Meet at the Vestal American Legion, Legion St., from 10 a.m. to 5 p.m. Adm. $1.00. Info: Douglas Miller, 148 Castleman Rd., Vestal, NY 13850; (607)754-8260

CINCINNATI, OH. Nov. 2: The Lionel Collectors Club of America Meet at the Blue Ash Civic Center, 4433 Cooper Rd., starting at 11 a.m. Info: Jerry Dangelo, Vice President, 6376 Graydon Rd., Rockford, IL 61109.

CLEVELAND, OH. Nov. 2-3: Padua Model Railroad Collectors All-Gauge Show and Flea Market at Padua High School, 6740 State Rd., from 10 a.m. to 4 p.m. Adm. $2.00 adults, children 12 and under free w/an adult, $4.00 family. Info: Jim Coulter, 1754 Coe's Post Run, Westlake, OH 44145; (216)871-1415.

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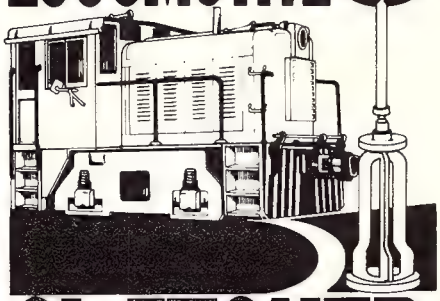

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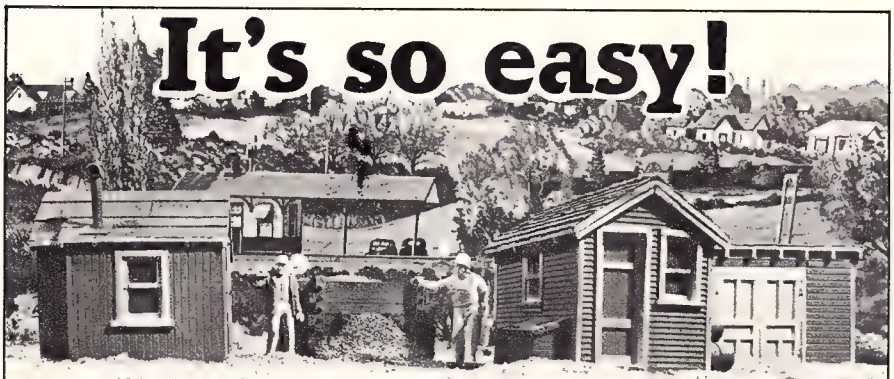

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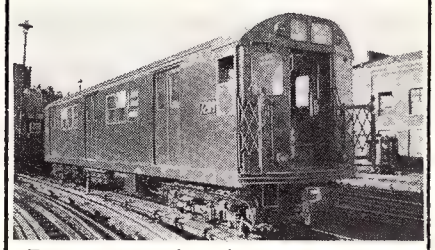

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COLUMBUS, OH. Sept. 22: Division 6, Mid-Central Region, NMRA, Model Railroad Show and Flea Market at the Ohio State Fairgrounds, I-71 & 17th Ave. (Exit 111), from 10 a.m. to 5 p.m. Adm. $1.50 adults, $.50 children 10 and under. Info: Ken McDonough, 891 Prince William Lane, Westerville, OH 43081; (614)895-7900.

COLUMBUS, OH. Oct. 19-20: The Great American Train Show at the Franklin County Veterans Memorial, 300 W. Broad St., from 12 to 6 p.m. Adm. $4.00 adults, children 12 and under free. Info: Dave Barone or Bob Brush; (312)766-4417.

GREENVILLE, OH. Sept. 22: All Trains Flea Market at the Darke County Fairgrounds from 11 a.m. to 4 p.m. Adm. $1.00 adults, children 12 and under free. Info: Larry Zeller, 4646 W. U.S. Rt. 36, Piqua, OH 45356; (513)773-7186.

MEDINA, OH. Oct. 27: Medina Model Railroad Club Show at the Medina County Community Center from 10 a.m. to 4 p.m. Adm. $2.00 adults, $.50 children. Info: Bruce Dunkle, 865 Greenfield, Medina, OH 44256; (216)722-2578.

MENTOR, OH. Oct. 13: The Old Depot's Model Railroad and Railroadiana Flea Market at the Country Inn, 7701 Reynolds Rd., from 10 a.m. to 4 p.m. Adm. $1.50 adults, $1.00 children 12 and over (12 and under free), $3.00 family. Info: Bill Hutchison, 5851 S. Ridge West, Ashtabula, OH 44004; (216)969-1634.

TOLEDO, OH. Oct. 11-13: Whistle Stop Train Show an Sale at Woodville Mall, 3725 Williston Rd., from 10 a.m. to 9 p.m. Fri. & Sat. and 12 to 5 p.m. Sun. Adm. free. Info: James Madden; (216)476-0456.

TOLEDO, OH. Nov. 3: Waterfront Electric Railwa's 7th Annual Model Railroad Flea Market and Display at the Lucas County Recreation Center Fairgrounds, Key St., from 11 a.m. to 4 p.m. Adm. $1.50 per person, $3.00 family. Info: SSAE, Willard B. Edson, 1446 Bogart St., Toledo, OH 43607; (419)531-8690.

WOOSTER, OH. Oct. 13: Fall Wooster Train and Antique Toy Show at the Fisher Auditorium at the Ohio Agricultural Research & Development Center, 7/10 mile S.E. of Rt. 302, from 10 a.m. to 4 p.m. Adm. $2.00 adults, children 12 and under free, $5.00 family. Info: Glenn Groff, 3385 Brigadoon Circle S.W., Dalton, OH 44618; (216)833-2582 (after 6 p.m.) or Jon Ulbright (216)262-7488.

YOUNGSTOWN, OH. Oct. 27: Youngstown Model Railroad Association's Flea Market at the National Guard Armory, 475 Victoria Rd., from 11 a.m. to 4:30 p.m. Adm. $2.00 adults, children 12 and under free w/an adult. Info: Tom Diacin, 2231 Sprucewood Dr., Youngstown, OH 44515; (216)793-1186 (from 6 to 10 p.m.).

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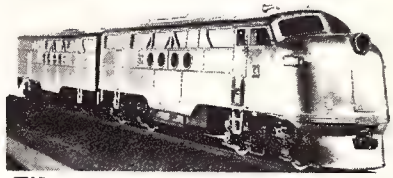

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ENID, OK. Oct. 5: North Central Oklahoma Model Railroaders Mini-Swap Meet at the Youth Bldg., Garfield County Fairgrounds, from 8 a.m. to 4 p.m. Adm. $2.00 adults (in advance), $3.00 adults (at the door), children 12 and under free. Info: Arthur E. Bauman, 914 N. 19th, Enid, OK 73701; (405)237-0950

ALLENTOWN, PA. Sept. 29: NRHS Lehigh Valley Chapter Railroadiana and Model Railroad Show and Sale at the Dieruff High School, Washington & Irving Sts., from 10 a.m. to 4 p.m. Adm. $2.00 adults, $3.00 family. Info: Paul A. Kuehnr, P.O. Box 300, Laurys Station, PA 18059; (215)799-2530.

HERSHEY, PA. Oct. 12: Pennsylvania Matchbox Club's 4th Annual Hershey Toy Show at the Hershey Convention Center from 9 a.m. to 3 p.m. Adm. $1.00 adults, children 12 and under free. Info: John Snyder, Franklin St., Ephrata, PA 17522; (717)733-3468

KITTANNING, PA. Sept. 22: Central Armstrong Model Railroad Train Show at the Kittanning Twp. Firehall, E. Rt. 422, from 10 a.m. to 4 p.m. Adm. $2.50 adults, children 12 and under free. Info: James W. Boyer, R.D. 2 Box 133, Ford City, PA 16226, (412)763-8327

MONACA, PA. Oct. 25-27: Whistle Stop Train Show and Sale at the Beaver Valley Mall, 380 Beaver Valley Mall, from 10 a.m. to 9 p.m. Fri. & Sat. and 12 to 5 p.m. Sun. Adm. free. Info: James Madden; (216)476-0456.

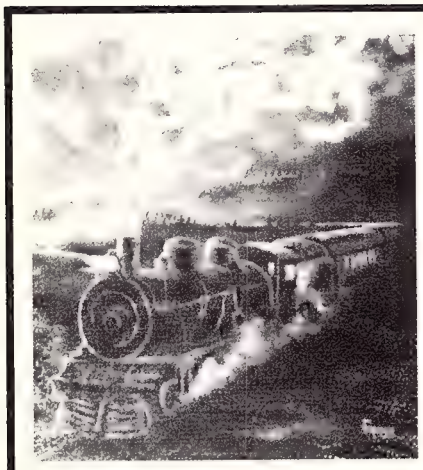
MORGANTOWN, PA. Oct. 6: The 6th Annual Reading Co. Technical & Historical Society Train Meet at the Morgantown Fire Co., Rt. 23 (just off PA Tpk. Exit 22), from 9 a.m. to 3 p.m. Adm. $2.00 adults, $1.00 children, 6 and under free. Info: Chuck Race, P.O. Box 356, Birdsboro, PA 19508-0356; (215)777-2053 (evenings).

SHARON, PA. Oct. 18-20: Whistle Stop Train Show and Sale at Shenango Valley Mall, N. Hermitage Rd., from 10 a.m. to 9 p.m. Fri. & Sat. and 12 to 5 p.m. Sun. Adm. free. Info: Railway Employees Assoc., P.O. Box 16489, Rocky River, OH 44116, (216)476-0456

MYRTLE BEACH, SC. Oct. 19-20: The Grand Strand Model Engineer's 2nd Annual Train Show and Sale at the Knights of Columbus Hall, Oak St., from 12 to 7 p.m. Sat. and 1 to 6 p.m. Sun. Adm. $1.00. Info: Al Wood, 702 Main St., Myrtle Beach, SC 29577; (803)448-8685

AUSTIN, TX. Oct. 26: The 12th Annual Austin Model Railroad Jamboree at the Howard Johnsons Motel (IH 35 & Hwy. 183) from 8:30 a.m. to 1:30 p.m. Adm. $3.00 adults, $1.00 children. Info: Chuck Ellis, 2503 Bridle Path, Austin, TX 78703; (512)478-1083

WILLIAMSBURG, VA. Oct. 5-6: Greensberg's Great Train.



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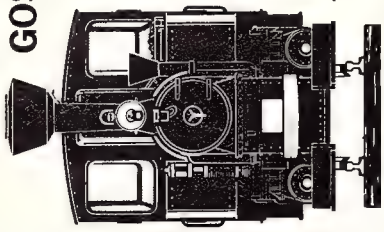

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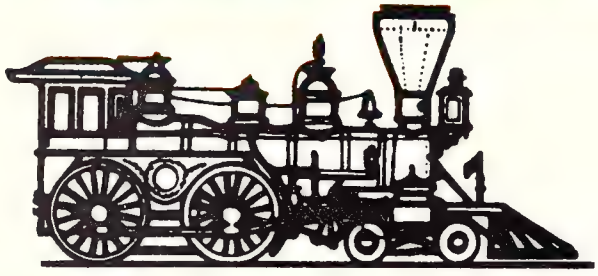

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Dollhouse Miniature and Toy Show at The College of William and Mary, William and Mary Hall, from 11 a.m. to 5 p m Adm. $4.00 adults, children 12 and under free w/an adult. Featuring layout workshops, large operating layout displays, railran movies, and kitbashing contests. Info· Sharon Armacost; (302)239-2456

RUTLAND, VT. Sept. 28: Rutland Area Railroadiana and Model Railroad Show at the Rutland Armory, junction of U.S Rt. 7 & Rt. 4, from 9:30 a.m. to 5 p m. Adm. $2.00 adults, $ 50 children 6-12. Info: Karen Konpi, 114 Hemlock Rd , Milton, VT 05468; (802)893-4157.

GRANITE FALLS, WA. Oct. 5-6: Syilly Pacific Model Railroad Club's 2nd Annual Show and Swap Meet at the Granite Falls Middle School gymnasium, from 12 to 6 p.m Adm free Info Ken Gustafson,17625 34th Ave N.E , Arlington, WA 98223, (206)659-5673

VANCOUVER, WA. Sept 28: Southwest Washington Model Railroaders Swap Meet at the Marshall Recreation Center, 1009 E. McLaughlin Blvd., from 10 a m. to 5 p m. Ad. $1 00 adults, $.50 children 12 and under Info· Rik Simmonds, 3912 N.E. 56th Ave., Vancouver, WA 98661 (206)695-1788

SPOKANE, WA. Oct. 27· Fall Model Railroad Show and Swap Meet at the Spokane Interstate Fairgrounds annexes, E Broadway & N. Havana, from 10 a.m. to 4 p.m Adm. $2 00 adults, children 12 and under free w/an adult. Featuring several operating layouts, movies, model and artifact displays, refreshments, plus weather permitting, 2 foot gauge train ride and railroad museum. Info· Tom Jennings, E. 1903 Hoffman Ave., Spokane, WA 99207, (509)483-4555

TACOMA, WA. Nov. 2-3· Tacoma Mall's 4th Annual Model Railroad-eo Show at the Tacoma Mall from 10 a.m. to 6 p.m. Sat and 11 a.m. to 5 p.m. Sun. Adm free. Info Bill Anderson, P.O. Box 278, Spanaway, WA 98387

KENOSHA, WI. Nov. 3: Tri-County Model Railroad Club Swap and Railroadiana Session at the University of Wisconsin-Parkside, Union Bldg , Wood Rd , from 9 a.m. to 3 p.m. Adm. $1.00 adults, children 12 and under free. Info Bob Engels, 2002-87th Pl . Kenosha, WI 53140; (414)694-2246

MILWAUKEE, WI. Oct. 20 Badgerland S Gaugers Swap Meet at Celebrity Red Carpet Bowling Lanes, 5727 S 27th St., from 10 a.m. to 2 p.m. Adm. $1 00. Info· Dick Kloes, 9735 W. Morgan Ave., Milwaukee, WI 53228; 543-8839.

HARPERS FERRY, WV. Oct. 27: Harpers Ferry Train and Toy Show at the KOA Exhibit Hall, U.S 340, from 10 a.m. to 4 p.m. Info. Rich DeLong, Dealer Chairman, 41 Greenvale Rd., Westminster, MD; (301)848-5458

CHATHAM, ONTARIO, CANADA. Oct 20· The Greater Ontario Toy and Train Show and Sale at the Kinsmen Auditorium, Queen at Tweedsmuir, from 11 a.m. to 5 p.m. Adm $2.00 adults, $1.00 children 6-12, 6 and under free. Info John Cryderman, 136 Thames St., Chatham, Ontario, Canada N7L 2Y8; (519)354-3984.

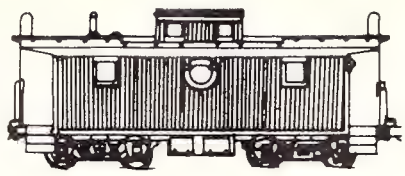
LONDON, ONTARIO, CANADA. Oct 6: London Model Railroad Group Train Exchange and Flea Market at the U.A.W Local 1520 Union Hall, Hwys. 4 & 401, from 12 to 5 p m Adm $2.00. Info: Robert Thomson, 371 Ridout St. S., London, Ontario, Canada N6C 3Z8; (519)434-3679 (6 to 7 p m.).

ST. MARYS, ONTARIO, CANADA. Sept 22· Stonetown Model Railroad Association's Flea Market at the St. Marys Area Arena & Community Centre, James St. S., from 10 a.m to 4 p.m. Adm. $2.00 adults, children 12 and under free. Info Dave Wade, Secretary, 115 Caledonia St., Stratford, Ontario, Canada N5A 5W7; (519)273-1760

STONEY CREEK, ONTARIO, CANADA. Oct. 6· The Toronto Hamilton and Buffalo Model Engineer's Swap Meet at the Fruitland Community Centre, Fruitland Rd., from 10 a.m. to 4 p.m. Adm $1 00 Info: Bill Turner, 47 Weir St. N., Hamilton, Ontario, Canada L8H 5E7; (416)549-5414.

Railfan events

JAMESTOWN, CA. Apr. 13-Oct. 27: Railtown 1897 State



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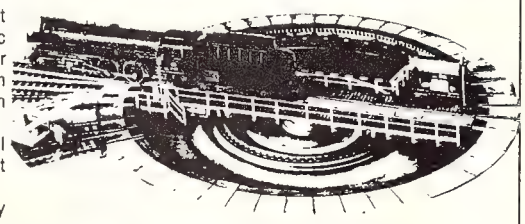

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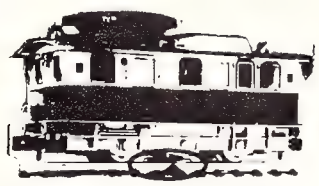

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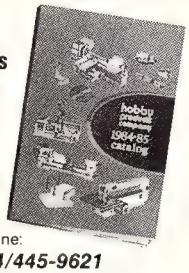

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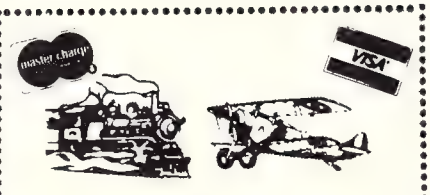

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POMONA, CA. Sept. 12-29: Southern California Chapter of R&LHS Display of Historical Railroad Equipment at the Los Angeles County Fairgrounds Info: W. A. Smith, 1020 N. Sierra Bonita Ave., Los Angeles, CA 90046

LOUISVILLE, KY. Oct 6, 12, 20, 26: Steam excursions from Louisville to Lexington and return each day on Seaboard System Railroad, powered by restored Louisville and Nashville No. 152. Fare $50.00. Info: Kentucky Railway Museum, 1918 Neville Dr. No 4, Louisville, KY 40216. (502)448-2515 or (502)245-6035.

BOSTON, MA. Oct. 6: From Boston, Framingham, Worcester, and Springfield, join the Mohawk Express for their annual Fall Foliage excursion through the Berkshires via the Hoosac Tunnel Ride in comfort aboard their chartered Amtrak train. Info: SSAE, Mystic Valley Railway Society, Inc., P.O Box 486, Hyde Park, MA 02136, (617)361-4445.

BOSTON, MA. Oct. 12-14: From Boston via Amtrak, travel the Grand Trunk Railroad across Maine and New Hampshire and span Conn River to Island Port, Vermont. Two night stay in Portland. Info: Mystic Valley Railway Society, Inc., P.O Box 486, Hyde Park, MA 02136; (617)361-4445

PORTLAND, ME. Oct. 13: An All-Day Tri State Fall Foliage excursion via Amtrak. Info: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136; (617)361-4445

ALBANY, NY. Oct. 12: Excursion over Delaware and Hudson Adirondack Branch to North Creek. Info: SSAE, Excursion, P.O. Box 2004, Albany, NY 12220

JAMAICA, NY. Oct. 5: Long Island Railroad full-day railfan excursion from Jamaica, NY to Bay Ridge Brooklyn Freight Terminal and car floats via newly-acquired trackage: L.I. City via drawbridge; first diesel-powered passenger excursion to operate on normally electric Port Washington Branch. Info. SSAE, Steam Loco 39 Preservation Fund, P.O Box 463, St. James, NY 11780

HOUSTON, TX. Nov. 2-5: Leave Houston from Amtrak Station at 11:05 p.m. Arrive in Alpine 11:30 a.m Sun morning and tour Alpine/Big Bend area. Return Tues. morning at 10:50 a.m Info: Jean Irwin, Curator of Ed., Center for Transportation and Commerce, 123 Rosenberg, Galveston, TX 77550, (409)765-5700.

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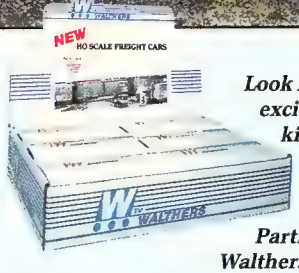
Shown with the reefers are assorted Magnuson structures, Walthers Code 83 Track and an Instant Horizons background scene.



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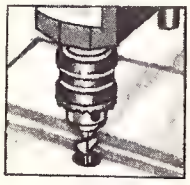

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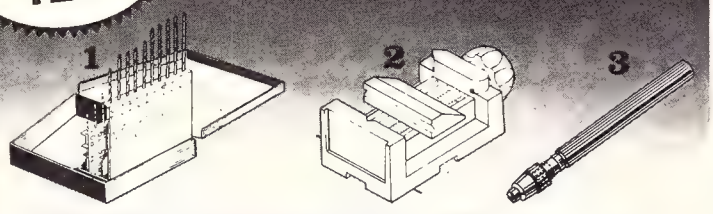

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PERSPECTIVE

The Big Hook

Call the big beast what you will; the Big Hook, the Wrecker, or perhaps something a little more generic like a 200-ton crane. If it's on your railroad, you probably don't use it; instead, it sits, along with the rest of the wreck train that has so carefully been put together on a siding to make the terminal a bit more complete, a little fuller, just a bit more realistic.

And perhaps the decision not to run the wrecker is a correct one. After all, when there is a derailment, the "real" big hook is the nearest person's hand. It would be difficult to suspend a planned day's operation just to get in a little time with a bunch of old freight and passenger cars slotted into the maintenance of way numbering series.

Yet there is something that can be done with the wreck train, expecially the wrecker. Even the most well-maintained equipment needs to be periodically exercised; axles have to be turned, brakes inspected, various useables stored onboard have to be checked and restocked and once in a blue moon, the crane has to be stoked up and put through its paces.

A prime example is SPMW 7110, being put through its semi-annual exercise at Southern Pacific's Taylor Yard in Los Angeles. Forget that the photo is a dozen years old (the Century 628 is off the roster, Taylor Yard is not the dominent force it once was in LA railroading and SPMW 7110 has since been replaced by a much more efficient but far less soul-stirring orange truck equipped with a heavy duty crane).

Instead, look at it as another important assignment for a yard crew, something additional that has to be done as well as all the other switching chores to be accomplished that day. Instead of trimming the hump or working the car shops, on this day the crew assigned to 3121 is responsible for moving the wreck train around the yard, making sure everything works properly and, an important item on any well run pike, not interfering with the rest of the daily, and money-making, routines going on all around this once-in-a-great-while movement.

Don't have the time or space to keep the wrecker working well? Consider an accident on another division of your railroad. If it's bad enough, or needs work from both ends, the call may go out from headquarters requisitioning your division's wreck train for the duration of the emergency. Instantly, another movement has to be carded, provisions made for squeezing the train into the schedule and insuring varnish and other fast moving trains are not delayed. It can be an unsuspected but challenging surprise to an operating session.

Wreck trains and their accompanying entourage of men, equipment and material have to be ready to move out to the area of trouble at almost a moment's notice. Will your railroad's wreck train be ready?

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10-Packs on the Santa Fe

These kitbashed, modern freight cars run well and are easy to build/**Don Mitchell**

Roger Steadman wanted some Santa Fe 10-Packs for operation on the Tehachapi layout of the La Mesa Model Railroad Club, but he lacked the time to build them completely from scratch.

The 10-Packs not only had to look like the real thing, but also had to operate equally well. Tehachapi service requires that the 10-Packs operate bi-directionally, that they can be pushed or pulled through complicated yard trackage with ease, and that they will stay on the track despite any combination of the buffing and stretching forces that occur between head end and helper power while running both up and down the prolonged grades.

After some consideration and experimentation, Roger decided that the best way of articulating the units was to simulate the prototype joint as closely as possible. Once this was decided, he quickly created his own versions of this modern equipment by kitbashing them from readily available parts. Here's how to build ATSF 10-Pack Fuel Foilers like Roger's.

First gather all the materials shown in the parts list. PVC stock can be obtained at some hardware stores; if not readily available, substitute wood or another glueable plastic.

Next, start the ten frame subassemblies by cementing the Athearn upper underframes frames to the lower underframes with liquid plastic cement or ACC. If you are using liquid cement, make sure all joint areas are wetted. Set the assemblies aside to dry overnight. When they are dry, take eight of the ten assemblies and cut off all the floor supports and the bolster supports flush with the sides of the main spar, and then cut off both centering shoulders

for the trucks. Finally, cut off one coupler pocket, including the back. File the sides of the spar smooth, and carefully drill and tap a 2-56 hole through the center lug in the remaining coupler pocket of each unit.

The two remaining frames are the end units of the 10-Pack and they are cut differently. On both of these assemblies, cut off all the floor supports flush with the main spar, and on one end only, cut off the truck centering support and the bolster support. Set aside one assembly; on the other, further cut off the coupler pocket from the same end. File and smooth the sides as before, and then drill and tap a 2-56 hole through the center lug in the coupler pockets.

Now put two 2-56 x 1/8" screws through the frame as if attaching trucks to the remaining bolster support on each end unit. Turn a nut onto the screw until the nut is flush with the end of the screw, press the nut down into the top side of the frame until the nut is flush with the top, and then glue the nut into place. Be careful not to glue the screw to either the nut or the frame. Remove the screw after the glue has set.

File the top side of all the frames smooth. Cut the 1/4" x .025" brass strips to the length of the frames and glue the strips to the top of the frames. The strips should overhang equally on both sides of the frame. It is best to clamp this assembly, brass strip down, to a flat surface while the glue is drying.

Reduce the thickness of the Precision Scale drawbars until they are .050" thick. Cut the drawbar shanks so that they are 1/2" long between the ends of the shanks and loops. Shape the round loop so it swings freely in the Athearn coupler pocket, file the side of the shank so the loops fit into the cut end of the frames, and insert the shanks into the end of the frame and against the brass strip. The stub end of the drawbar shank should touch the old truck bolster. Glue into place, and repeat these steps on all the frames.

Shape the strips of plastic (or substitute material) to form the trailer wheel supports as shown in the sketch. These

SANTA FE RAILWAY

The Santa Fe's 10-Pack fuel foilers (*above and page 52*) consist of ten permanently-coupled, lightweight, modern trailer cars designed to haul piggyback traffic. Their design reduces train weight and saves on fuel. A string of modeler Roger Steadman's 10-Packs storms into the town of Castaic on the layout of the La Mesa Club (*below*).

MODEL PHOTOS BY THE AUTHOR

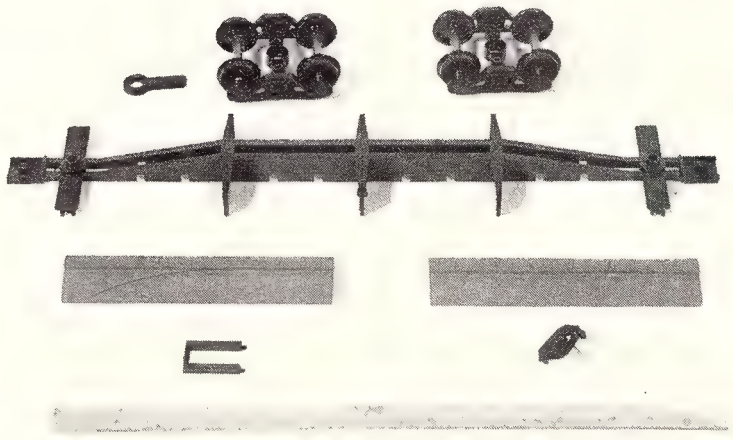
will be approximately .430" wide by .200" thick by 1'-4" long. These pieces are attached .800" from the ends of the nine frames having the draw bars. The flat .430" surface is towards the top surface of the brass strip and .110" below it. Cut away part of the frame edge to get a good fit, then glue the .200" straight side to the frame. (A simple assembly jig helps insure that all pieces are attached in the same place on each frame.)

The two remaining trailer support pieces are attached to the end unit which has two coupler pockets in the same fashion, but at a distance of .820" from the end of the coupler pocket.

Now is the time to add weight. Turn all units upside down and fill the cavities in the frame spar with No. 9 lead shot. Fix the shot in place with white glue.

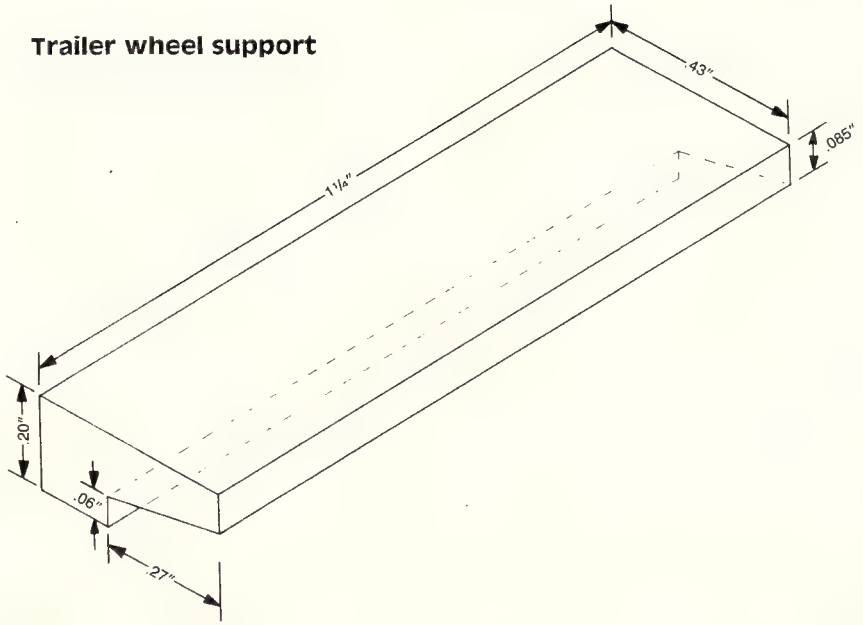
Prepare the hitching post subassemblies by firmly gluing all parts in their correct position. Drill the hole with a .085" drill. Glue these subassemblies onto the eight center sections .550" from the coupler pocket end with the legs set at 45 degrees facing away from the coupler pocket. On the two end units, the upright leg of the hitch post should be located above the bolster screw pocket, and the legs on these units are set at 45 degrees facing the trailer wheel support.

The Athearn air cylinders and three-way valves are attached on the second and fourth units from each end of the 10-Pack. Looking from the hitching post end of the unit towards the trailer wheel support, these are located on the right side of the frame. The center of



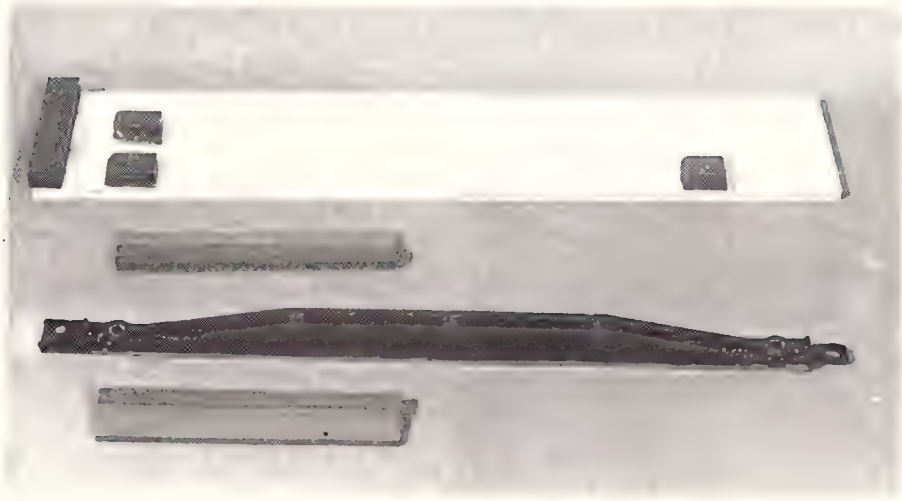
The basic parts for kitbashing one unit of a 10-Pack are shown *above*. A simple jig (*below*) was used to insure that the trailer support platforms would be uniformly located.

Trailer wheel support



Parts list

10 pc K&S 1/4" x .025" brass strip
10 pc Athearn No. 20025 trailer hitch set
6 pr Athearn No. 90399 roller bearing trucks
1 doz Athearn No 90602 coupler plates
10 pc Athearn No. 14003 lower underframe
10 pc Athearn No. 14002 upper underframe
1 pc Athearn No. 90600 brake wheel
1 pc Athearn No. 15505 gear box
1 pc Athearn No. 53004 roof walk
1 pr Kadee No. 5 couplers
4 pkg Precision Scale No. 48187 Delrin drawbars
1 doz 2-56 x 1/8" pan head machine screws
2 pc 2-56 x 3/16" pan head machine screws
20 pc 1/2" x 1/4" PVC (or wood) stock machine screws
20 pc 1/2" x 1/4" PVC (or wood) stock



The trailer support platforms and the center frame (*above*) should be cemented together in the jig. The center frame is in position prior to adding the supports (*below*).

the three-way valve is .200″ towards the hitching post end from the wheel support, and the center of the air cylinder is .700″.

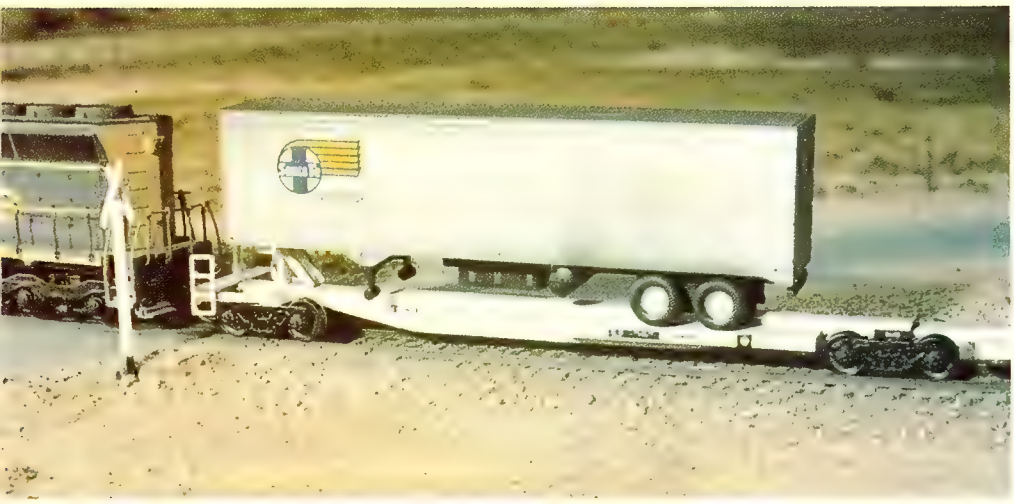
The Athearn brake wheel and gear box are attached on the end unit having only one coupler pocket. These are attached to the top of the near end platform on the left side of the car (again looking from the hitching post towards the wheel support). The transverse end platforms on the two end cars are cut from the Athearn roof walk. The grabirons are fashioned from Walthers ladder stock.

Paint the units glossy white. Exact decals were not available when Roger built these 10-Packs, so he used partial lettering obtained from Miller Advertising's F-30 decal set.

To assemble the units into a 10-Pack, turn the end units upside down and install Kadee No. 5 couplers in the coupler pockets. Then attach trucks to the truck centering supports left untouched on the two end units. Make the joints with the other units by placing the drawbar loop over the pin in the adjacent coupler pocket. Snap the cover pocket into place as each joint is made.

The articulated joint between the 10-Pack end unit and the next unit can be seen in this photograph of Roger Steadman's model. Sharing trucks cuts car weight.

Roger Steadman's 10-Pack's on the Santa Fe



At the La Mesa Club, trailers on 10-Packs are the mark of the modern Santa Fe.

and file off any portion of the pin showing through the coupler plate hole.

Install the remaining trucks with 2-56 x 1/8" screws. Tighten each screw all the way and then loosen it about 1/2 turn or until the desired degree of truck freedom is obtained.

When all units are linked together, turn the entire 10-Pack right side up. This is much easier if done with the help of an assistant. Once right side up, the 10-Pack is best handled by placing the entire assembly on a board-mounted track of suitable length. The board-mounted track can then be used for transporting the 10-Pack. Roll the 10-Pack off the end of the board onto the layout tracks, mount the trailers on the units, hook up some modern diesels and enjoy the sight as the train snakes smoothly on its way.

10-Packs and A-Stacks

In 1978, the Santa Fe Railway introduced the 10-Pack fuel foiler with the idea of reducing tare weight, which is the weight of the rolling stock transporting the freight. To reduce the tare weight, each car was designed to be little more than a skeleton center sill with a rigid hitch at one end and a platform at the opposite end to carry the trailer wheels. Imagine, if you will, an updated and sophisticated version of a log car. If there were still a plethora of major logging railroads in existence today needing new log cars, this is perhaps how they would appear.

Permanently connected in sets of ten—Santa Fe prefers to think of each ten car set as one car—the railroad is planning to have a fleet of 10-Pack hotshot trains, each hauling ten sets of cars. Each set can carry ten standard highway trailers, ten 40-foot containers or twenty 20-foot containers. The loads can also be mixed. In traditional railroad terms, a pure 10-Pack train will haul 100 trailers or 100 40-foot containers on 100 cars.

What makes the concept so inviting is the savings in power and energy thanks to reduced car weight and a car deck height of only 26-inches above the rail, the latter reducing wind resistance. Santa Fe estimates that on a round trip between Chicago and Los Angeles, a 10-Pack train can save nearly 6,000 gallons of diesel fuel, in part due to the ability to assign three diesel units instead of four.

Now, not wanting to rest on its laurels over the apparent success of its first 10-Pack designs, Santa Fe has come up with a new version, dubbed the A-Stack.

The A-Stack design is an all-purpose, 45-foot container suitable for double-stacking and is designed to haul either bulk commodities, liquid bulk commodities and/or packaged freight. While built specifically for the 10-Pack fuel foiler cars, the container can be loaded onto standard container flat cars using conventional lift equipment. Perhaps the most fascinating item about the A-Stack concept is, as its name implies, that it's designed to be stacked two units high.

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According to Santa Fe public relations literature, the A-Stack container has "an aerodynamic exterior that reduces drag and thus further enhances the proven fuel-saving characteristics of the fuel foiler cars." In simpler terms, rather than being a wind-fighting rectangle, the A-Stack is designed to flow with, rather than fight, the buffeting winds created by a fast freight train.

A-Stack capacity depends on the consignment. The bulk commodities container has 1,125 cubic feet of space for palletized loads and 2,400 cubic feet for solely bulk. The liquid-hauling container has space for 10,600 gallons with a simultaneous bulk cargo capacity of 983 cubic feet. In short, the A-Stack is an extremely versatile piece of railroad equipment designed to compete favorably with interstate trucking.

While all in the same family, the various forms of 10-Pack fuel foiler cars are not designed for interchangeable loads. Cars designed for A-Stack service have a different bed shape than those for containers or trailers. The A-Stack cars more closely resemble old-time skeleton cars while the older 10-Packs designed for containers or trailers have a small rectangular platform for positioning of the trailer tires.

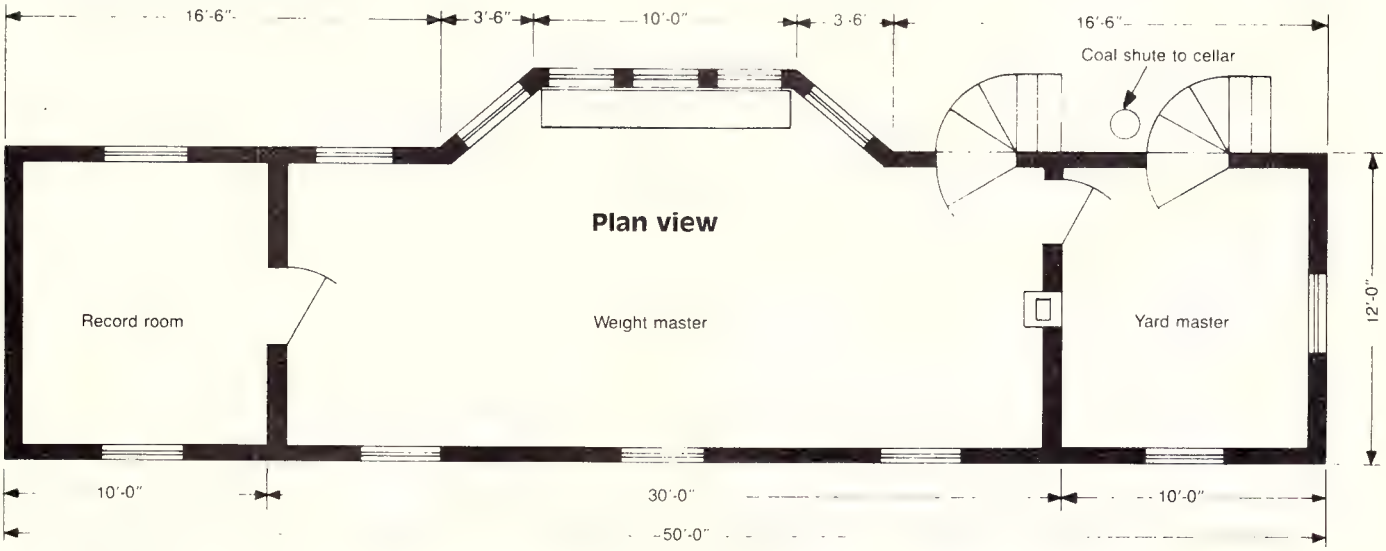
While 10-Pack fuel foiler cars have established themselves in the market place, the A-Stacks are still in the developmental stage. Whether this latest concept from the creative minds of railroaders will achieve full endorsement remains to be seen. —DAVE LUSTIG

Lehigh & New England scalehouse

Text/**Joe Yurko**; drawings/**Julian Cavalier**

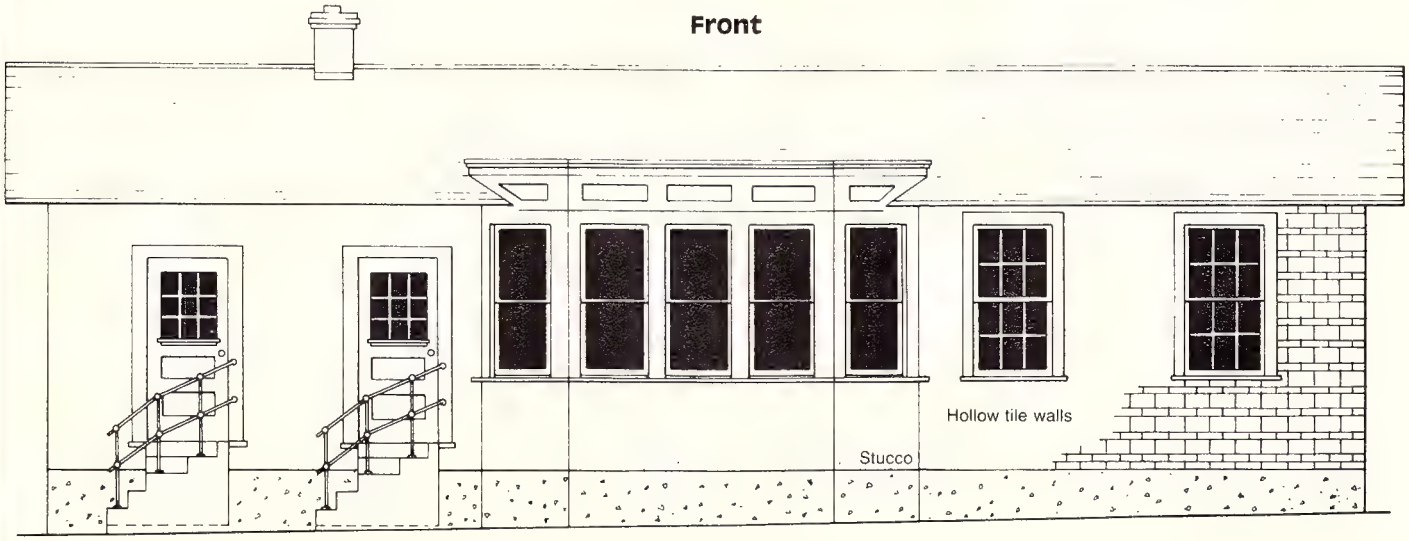
Wherever a railroad served a major coal-producing area, a scale house was normally found not too far down the tracks. Most of them were small shanties; others were slightly larger structures, such as the one shown here, which is a combination scale house & yard office. This building was at Hauto, Pennsylvania, on the Lehigh & New England R.R. This was the location of the "storage yards" of the L&NE's parent, the Lehigh Coal & Navigation Co. This term was not applied to the small railyard here but rather to the large piles of anthracite coal waiting to be shipped to market.

While this building was the focal point of a small prototype yard, it is well suited to be included as part of what would represent a medium to large size yard on a model railroad. Interestingly, the specifications for the construction of the building asked that the cement for the foundation walls and the slate for the roof be procured from manufacturers of these materials located on the Lehigh & New England railroad. The prototype was built in the early twenties and probably disappeared sometime during the sixties.



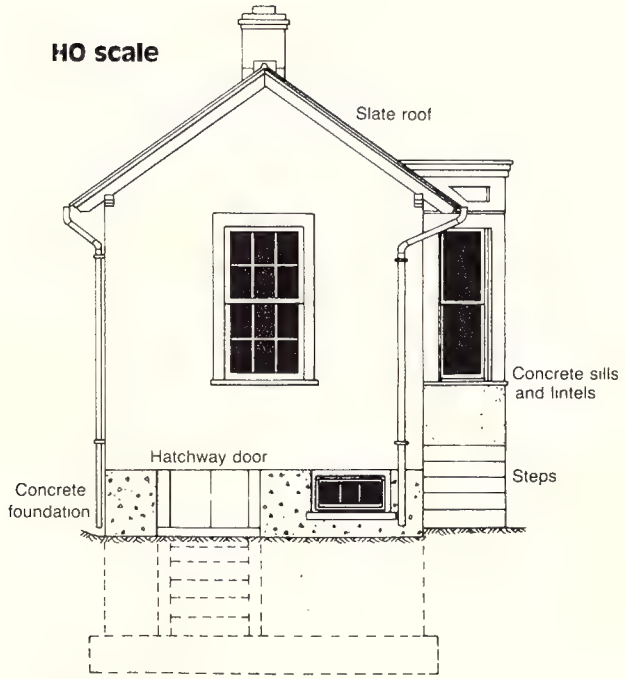
Full size for HO scale: 3.5mm = 1'-0"; 1:87.1

Drawn by Julian Cavalier



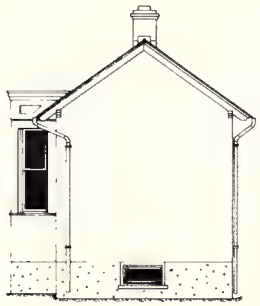
Lehigh & New England scalehouse

HO scale



End

Drawn by Julian Cavalier



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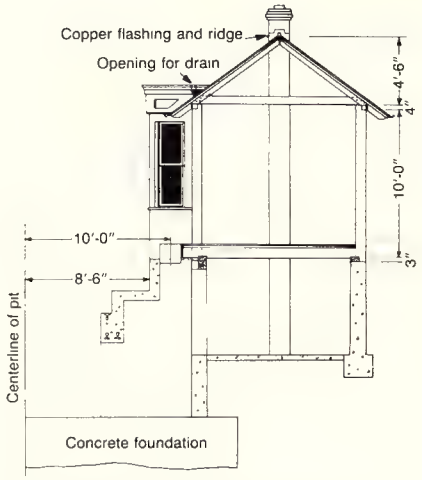
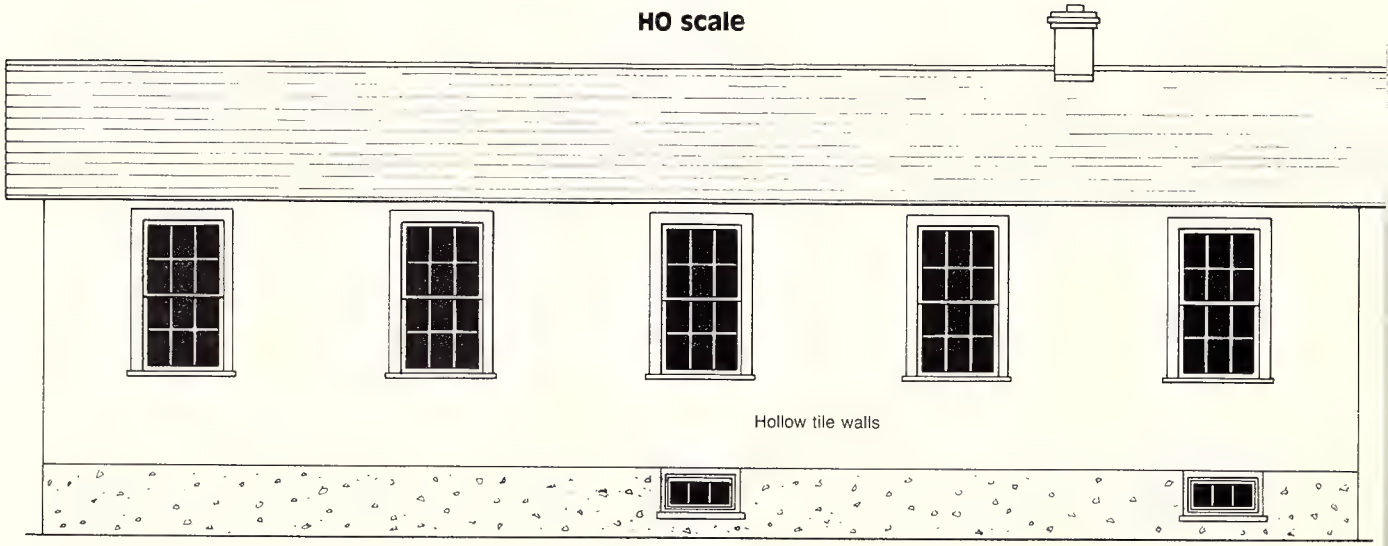


Section through scale pit

Full size for N scale: .075″ = 1′-0″; 1:160

Rear

HO scale



MODEL PHOTOS J. D. CHARLS GENDRON

Updating Canadian Pacific GP7s and GP9s

Modernizing Geeps in CP Rail style/**J. D. Charls Gendron**

In the early 1980s, Canadian Pacific Railway approved a master plan to upgrade the present fleet of locomotives over a ten year period. Most of the engines involved were part of CP's second generation diesel fleet: GP30, GP35, C424, RS18, GP9R, RS23, RSD17 (one of a kind) and SW1200 models.

One of the 194 GP9/GP9Rs, No. 1540, was chosen for modification by CP Rail. This is the unit I modeled. The refurbishing of the prototype involved rewiring, updating the electrical system, modifications to the standard EMD 567B engine (redesignated as 567BC), a new chopped short nose, upgrading the cab interior to SD40-2 standards and a regular overhaul. Those locomotives modified especially for yard service also received new footboards, had the dynamic brake removed (if applicable) and had the last stage of transition removed.

I started my model with an undecorated Athearn GP7. The first modification involved the nose. I removed the cab and made two cuts (see Fig. 1) so the top of the high hood could be lowered to window level. I sanded the top half to get rid of the steam generator, horn and rivets and then that part was glued on the remaining bottom portion. I used Motorcraft epoxy and body filler, which worked very well and was fast. A dual Pyle headlight (Detail Associates No. 1004) and a sand filler hatch (Miniatures by Eric No. H6) were added to the nose. Moving toward the back of cab, I removed the steps, cutting off everything, and used body putty to smooth the hood surface. The handrail had to be straightened and a new post added (Fig. 3).

The next step was to build a new set of front windows. I used an old Atlas GP40 cab, but an Athearn GP35 or any SD locomotive will do. I cut out the middle set of windows and sanded them until they fit smoothly in the GP9 cab (Fig. 2). Then I filled the remaining cracks with body putty for a smooth finish.

A new number board (Miniatures by Eric No. N1) and a bell (Miniatures by Eric No. B2) were placed on the top front of the cab, leaving a small overhang on the roof.

Working on the pilots came next, and I removed all details from both of them with an X-Acto knife and sandpaper. I added coupler lift bars (Detail Associates No. 2204), air hoses (DA No. 6206), m.u. hoses (DA No. 1508) and m.u. stands (Miniatures by Eric No. S4). The hand rail over the coupler lift bar was made using a discarded Athearn handrail. To complete the work in this area, I used a Juneco pilot for an SW1200, part of a kit made by that company to reproduce the hose holder and the plow situated below the coupler.

I then attacked the fuel tank skirts. This operation was relatively simple, as both sides of the frame were cut (Fig. 3) to leave only the fuel nozzle hanging down on the side of the tank. One modification I didn't bother with was cutting the tank itself toward the inside at the top.

At this point, all the major modifications were complete. I added the following details: grab irons (DA No. 2202), lift rings on both pilots (Miniatures by Eric No. L1), eye lift rings on the roof (DA No. 1101), a radio antenna (DA No. 1803), windshield wipers (Utah Pacific No. 94), ditch lights (Miniatures by Eric No. L1, now standard on all CP Rail locomotives), a brake wheel (Miniatures by Eric No. B6) and finally a set of re-rail frogs (Details West No. 119). Just prior to sending the masterpiece to the

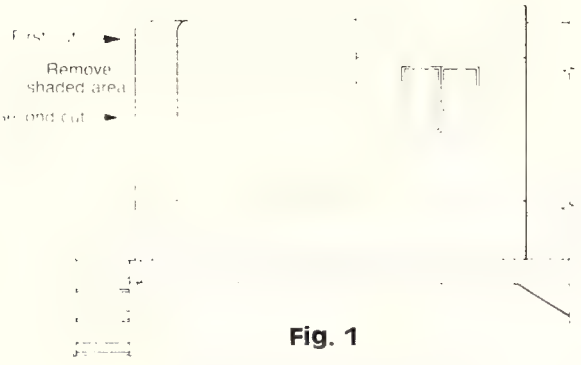


Fig. 1
Full size for HO scale

Fig. 2

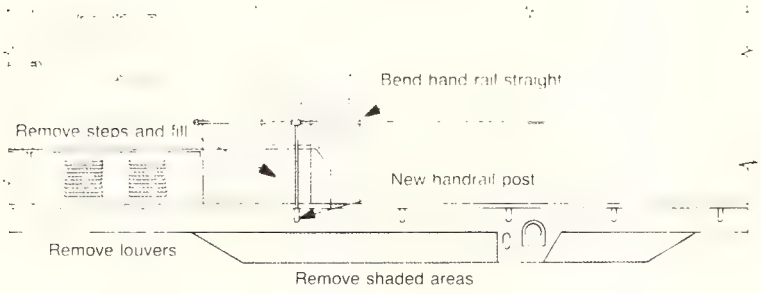
paint shop, I read an advertisement about GP7/9 louvers made by Custom Hobbies in California. They are extremely thin and look molded on the body once they are glued in place.

For the paint job, I sprayed on a coat of Floquil primer and set it aside for a day. I then used two coats of Accu-Paint Action Red AP-21 to cover the red area, which constituted the main color. Once this had dried, I masked the red areas and sprayed a coat of Floquil Engine black on the frame and back of the long hood. The decals I used were Accu-Cals set No. 5824H for all the striping, name, numbers and logo. Those are, in my opinion, the best for the CP Rail scheme. Walthers Solvaset was used to set the decals on the body and a coat of Floquil flat was sprayed to hide the film and get a flat finish. I weathered the entire model with Floquil Weathered black, Buff and Mud to get a dusty look. MV lenses, classification lights, an all weather window and a horn were installed at this point.

One last modification I made after the model was finished was the addition of a new set of Athearn Blomberg trucks; they were not available at the time of building. It was a simple procedure, as the trucks were easy to remove. The model now looks and runs much better. Because the gaps below the couplers are filled, the Kadee No.5 couplers were mounted in their original draft gear box and secured with two $^{5}/_{16}$" metal screws. This involved drilling a hole in both coupler brackets on the frame. Both couplers have to be removed before servicing the mechanism.

The model is a nice replica of an increasingly common locomotive in service on the CP Rail, and it can be built at a relatively low cost.

Fig. 3



The original configuration of most Canadian Pacific Geeps was like GP9 8616—high hood, of course, since that was the way they were built, and equipped with dynamic brakes. The locomotives first wore CPR gray and maroon and received the red, white and black scheme during the 1970s as the need to repaint arose. Some had rebuilt engines.

Canadian Pacific 1531 shows the results of the company's upgrading. The box behind the cab on the left side has been removed, as have the louvers on the cab, and the handrail now runs straight. Most of the skirting along the lower edge of the frame was removed during the rebuilding. Note that the dynamic brake housing has the louvers plated over and the fans removed, since the dynamics have been deactivated.

PROTOTYPE PHOTOS PAUL SMITH

CP's Ogden Shops at Calgary and Angus Shops in Montreal are doing these rebuilds. The locos are stripped to the frames, sandblasted, and given overhauled prime movers, rewound generators and new wiring with improved control. The units are designed for yard service, so now have a 35 m.p.h. top speed. Some early rebuilds were fitted with new sandboxes in the long hood, thus have a flat boxy addition on that end.

The author's model retains the fan on the dynamic brake housing. Six rebuilds will be used for main line service and retain their dynamics; they are numbered 8200-05. New headlight assemblies and windshields were grafted onto the original rounded roof cabs.

CP Rail GP7 and GP9 rebuilding program

Model	Old No.	New No.	New class	Comment
GP7	8409-8425	1500-1511	DS-15	
GP9	8483-8546			
	8611-8708	1512-1690	DS-17	
	8801-8823			
GP9	8825-8839	1691-1705	DS-17	Owned by Exodus One Ltd.

Note: some units previously retired

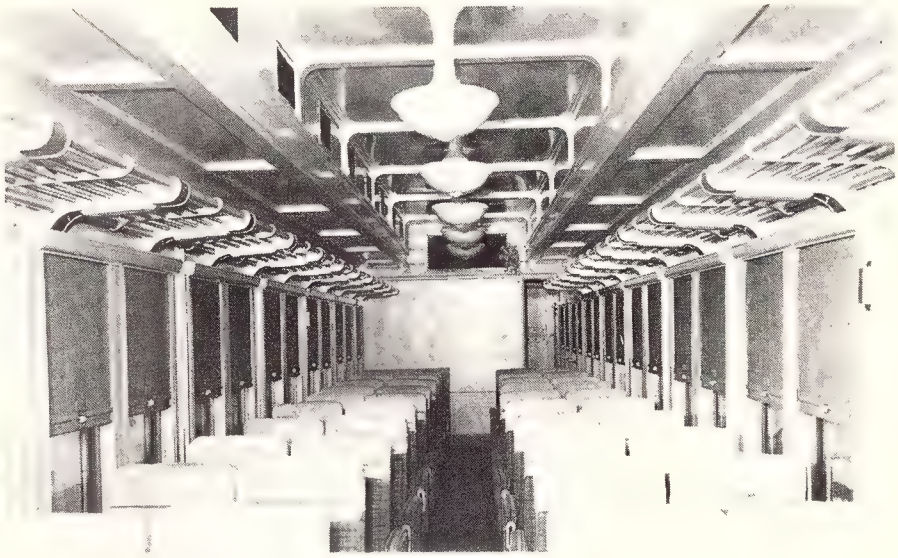
GP9s previously chop-nosed

Old No.	New No.	Class
8492	8204	DRS-17
8518	8202	DRS-17
8530	8203	DRS-17
8615	8203	DRS-17
8619	8201	DRS-17
8654	Not complete as of 6-85	

The *Challenger* was born in 1936 as an economy luxury train. The idea was that of Union Pacific President William Jeffers, who felt that a train offering first-class accommodations to coach and tourist sleeper patrons would be a popular means of travel between Chicago and Los Angeles. Mr. Jeffers was right, and in 1937, the Union Pacific launched an additional *Challenger* running between Chicago and San Francisco.

The equipment carried by the *Challengers* consisted mainly of rebuilt standard heavyweight cars. The rebuilding was done by both Pullman and the Union Pacific at their shops in Omaha, Nebraska.

The car presented in these plans was remodeled by the Union Pacific. Originally a 1926 Pullman product, it was one of ten Union Pacific chair cars of this design. These cars were numbered UP 437 through 441 and Oregon Short Line 707 through 711. Union Pacific drawings of these cars, dated October, 1941, show that one left-hand vestibule door was blocked by a baggage and pillow locker. Consequently, the steps leading up to that doorway were replaced by a stirrup-style step. The UP drawing does not show a door in that doorway, so it is possible that this area may have been filled in with a steel panel.



PHOTOS BY UNION PACIFIC RAILROAD MUSEUM

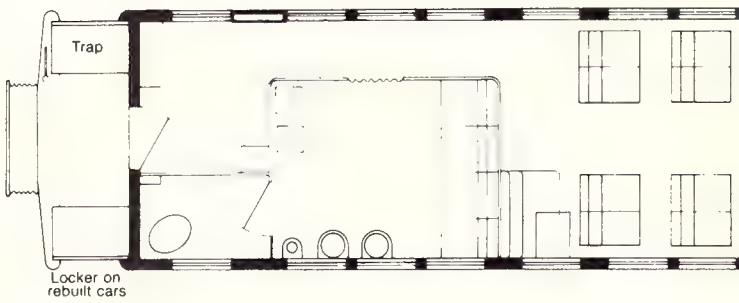
New furnishings and a new interior decor were added to the cars, and air conditioning was added to the sleepers. (The ten cars represented here had been air conditioned in 1935.)

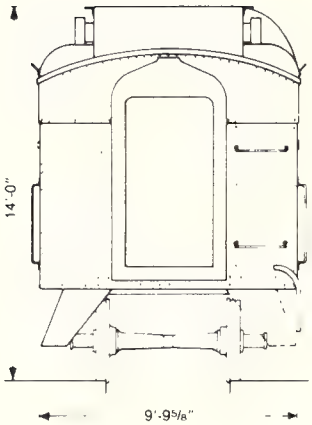
In addition to the rebuilt heavyweight cars, the *San Francisco Challenger* also had some lightweight Pullman cars in its consist.

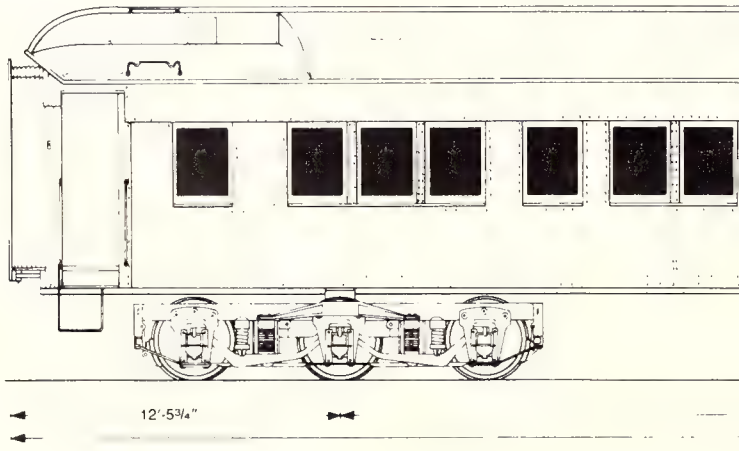
During the busy summer months, the *Challenger* usually ran in two sections and was often powered by double-headed UP 4-6-2's or 4-8-2's. In later years, the UP's famous fleet of Northerns were assigned to the train. World War II curtailed the economy luxury trains, and in 1947 the *Challenger* was removed from the UP timetable.

Drawn by Julian Cavalier

Full size for HO scale:
3.5mm = 1′-0″; 1:87.1

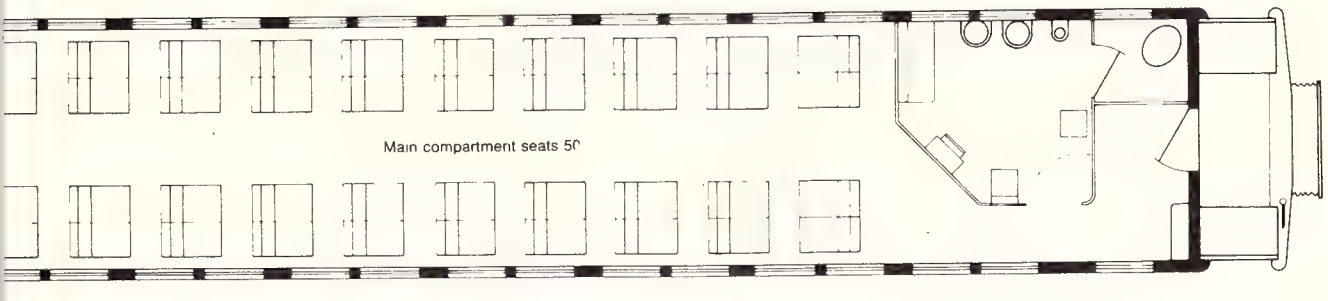


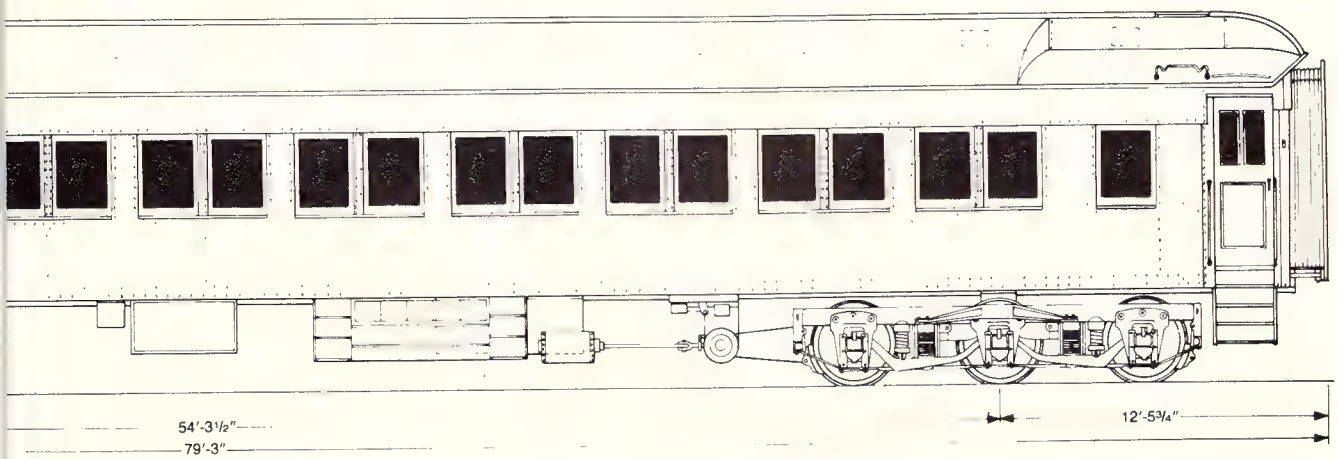




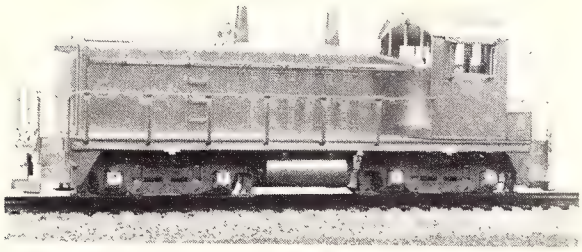
Union Pacific chair car

Text by **Chris D'Amato;** drawings by **Julian Cavalier**

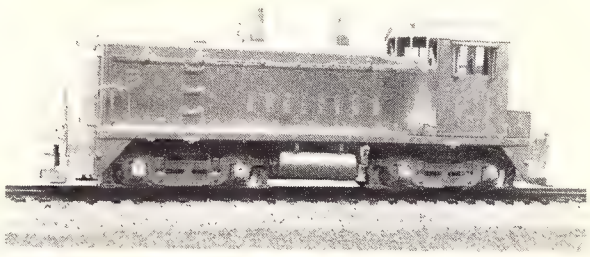




HO Scale EMD Switchers



0463 SW7 Phase I with full-length handrails



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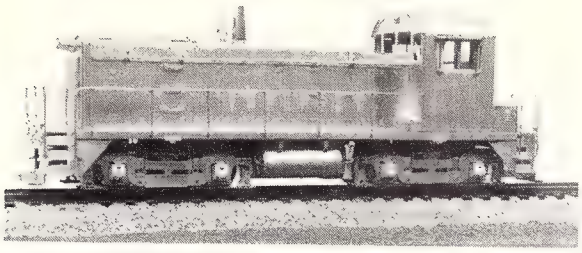
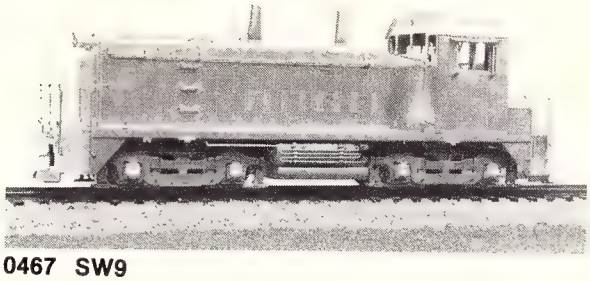
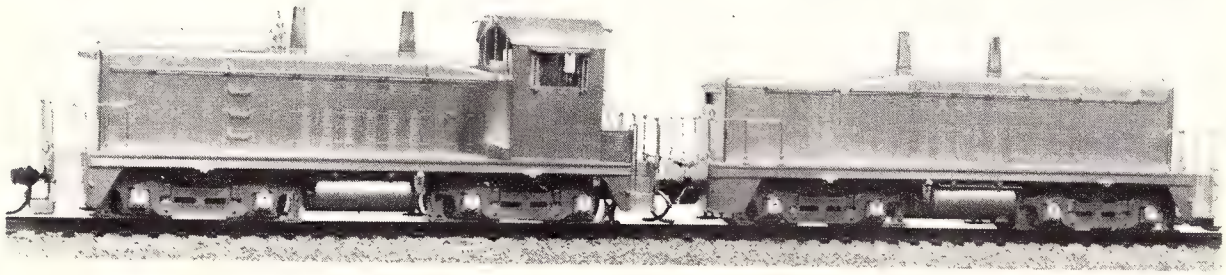


0465 SW8 with full-length handrails



0467 SW9



0466 TR2 Cow and calf

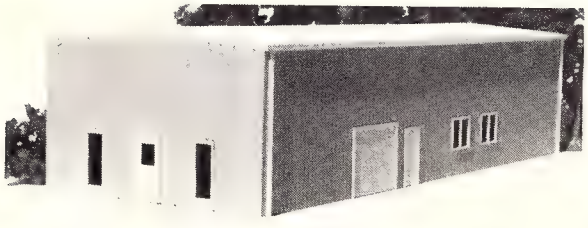
Excellence in brass

Oriental Limited

Oriental Limited, Inc.

4001 N. St. Joseph Avenue, Evansville, IN 47712

Pikestuff: Today's Structures for Today's Modelers!



#0004 Warehouse Kit

#0007 Retail Store

We're not knocking them, but there's only so much you can do with a general store, a board-and-batten depot and a European-looking city store! Yet, for a long time, that's where model railroad structures "were at".

We've changed that. We make an all-purpose, steel-type warehouse that just begs to be kitbashed into virtually anything found in today's industrial or agricultural scene. In our offices, we're combining several into a big steel fabricating plant. We hope to show you photos soon.

We've also modified the warehouse into a retail store and released it as a separate kit. You see these stores and buildings all around you in real life — and now they're ready for your pike.

See them at your dealer's today — and don't miss out on our separate door, window, and detail packets for structures and rolling stock!

Pikestuff PO Box 6406 Evansville, Indiana / 47710

Steam from kits

Pt. II

This month we'll complete the Mallet model/**John Swanson**

PHOTOS BY THE AUTHOR

The 800 series 2-6-6-2's are the workhorses of the Dixon, Wyanet & Lake Superior. The 839 prepares to depart OJ yard, while the 830 has just cut off an inbound freight.

The combination of the Mike boiler and articulated mechanism yields a medium-sized 2-6-6-2 that can be made into a character study of the mallets used by the Milwaukee, NP, WP, CGW (sold to the Clinchfield), Interstate, etc. The final look depends upon the choice of cab and domes, and I began detailing the boiler by epoxying them in position. This is a cut and fit operation. The steam exhaust pipes should rest on top of the rear cylinders and enter the smokebox area; see the photos.

The steam dome should be mounted directly over the rear cylinders. An older locomotive, such as this, should have a smokebox six to seven feet long, with the stack one and a half to two feet ahead of the rear of the smokebox.

I used Lee Town No. 2160 sand domes and the steam dome from their No. 2177 set. The stack is Lee Town No. 2162. No matter which sand dome you use, drill holes for sand lines (No. 24 wire) prior to placing the dome on the boiler.

With the steam dome above the rear cylinders, I set the sand domes, bell, top check valve and generator in locations that were pleasing to me. I used cutting oil to lubricate the bit when drilling the mounting holes; this helps avoid breaking bits.

The position of the handrail was carefully measured up from the running board and marked and scribed. I then located the handrail post positions and center-punched them. I placed the boiler in my bench vise and drilled the holes for the handrail posts, being very careful to keep the drill perpendicular to the boiler. While I did this, son Dominic applied oil to the drill area.

Next, I located and drilled holes for the power reverse, Elesco feedwater pump, air pump, cooling coil, headlight, markers and front number plate. Mantua makes a cooling coil for their articulated kit that is very nice; it is made up of well-formed wire that is contained by a detailed styrene hanger casting.

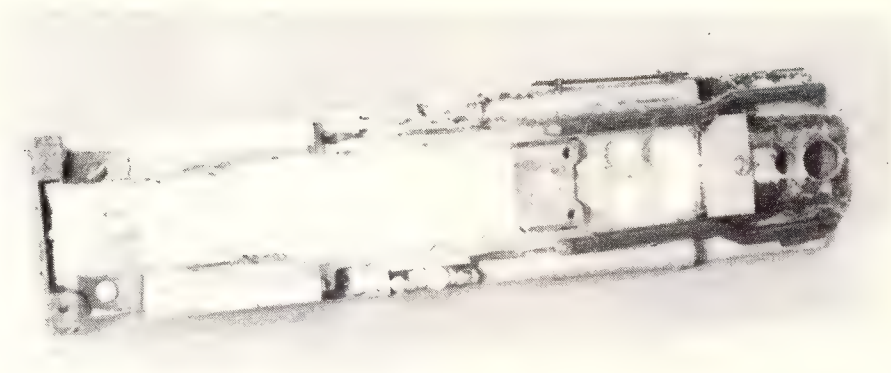
To provide a secure mount for the Elesco heater on top of the smokebox, I drilled and tapped the heater 2-56 and then ran a screw into it. When installed, the screw projects into the smokebox and gives the epoxy something to hold on to.

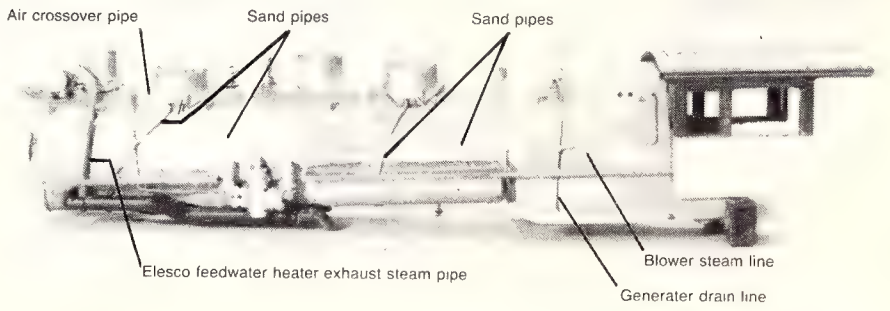
The boiler was oily from the drilling operations. It was cleaned with soap and warm water, soaking and rewashing until all traces of oil were gone. Remember that there's a plastic cab on the boiler, so soap and water is a safe bet. It was then rinsed and left to dry.

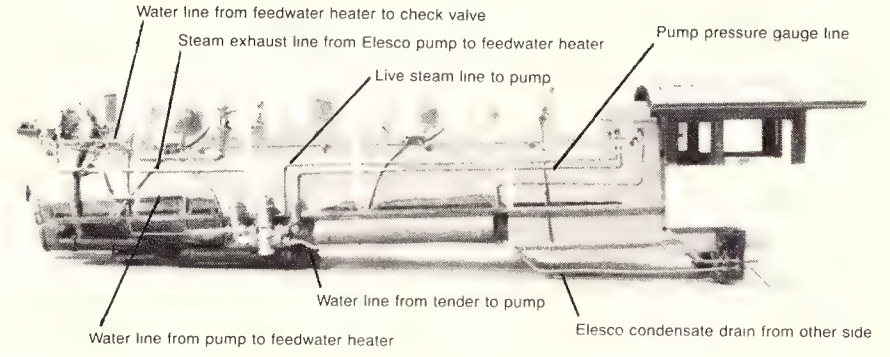
I epoxied the stack, domes and other parts to the top of the boiler and let the epoxy set. Then I laid the boiler on its side and epoxied the parts to the left side, let the adhesive set, and repeated this on the right side. The final step was to block the boiler up to sit on the cab and epoxy on the headlight and other front end details. Adding the parts in this manner allows them to "lay into" the glue with gravity helping seat rather than trying to drag the part off the boiler.

On the right side of the boiler, I drilled holes in the steam turret for the lifting injector and air pump steam supply lines. Holes were drilled through the running board for, from the cab forward, injector water pipe, injector overflow pipe, three sand lines, air crossover pipe, sand line, and Elesco exhaust steam line.

On the left side, holes were drilled in the steam turret for the blower steam line and Elesco pump steam and pressure gauge lines. Holes drilled through the running board are, from the cab forward, generator condensate drain line, blower steam line, three sand lines (one






Water line from feedwater heater to check valve
Steam exhaust line from Elesco pump to feedwater heater
Pump pressure gauge line
Live steam line to pump
Water line from tender to pump
Water line from pump to feedwater heater
Elesco condensate drain from other side

Last month's work on the inside of the boiler shell (*top*) included removing material to allow clearance for the front gearbox, adding a brass pressure pad just ahead of the clearance area, and epoxying the boiler weight in position. The first stage of the piping includes adding the sand lines, the air cross over pipes and the Elesco exhaust steam lines (*center*). Subsequent piping (*bottom*) should be soldered wherever they cross one another.

just ahead of the Elesco pump), air crossover pipe, sand line, and Elesco exhaust steam line.

Also, I drilled and tapped 00-90 holes close to the edge of the right side running board. When placed into the holes, the 00-90 screws serve as mounting posts for the train, air, steam and signal lines that will be placed there. With these drilling and tapping operations done, I again cleaned the boiler with soap and water, rinsed it and let it dry.

At this point I located and added the boiler bands. These are Evergreen 1″×4″ styrene strips and are applied with cyanoacrylate cement.

Piping procedure

Start piping by adding the sand lines to both sides of the boiler. These have a solid mechanical connection at both the sand dome and at the running board. They serve as solid bases to solder any pipe that crosses them. Make a soldered connection any place where pipes cross each other. This creates a web of connected pipes that is quite strong.

Next, add the air crossover pipe and bend and form the Elesco exhaust steam lines from No. 12 copper wire. You can also use the investment castings that Cary offers. A pair of chain nose pliers is a necessity here to make smooth curves in the lines. It will take a few tries and some strong words before you get the knack of forming them. Note: if your locomotive does not use an Elesco feedwater heater system, the location of the parts will vary and the piping procedure will change to fit the location of the parts. Cal Scale includes excellent piping diagrams with many of their parts, and I save them for reference.

The air pump piping is added next. Run the steam line (24 gauge wire) from the turret to the right side of the pump and the exhaust (22 gauge) from the left side of the pump to the Elesco heater.

Then add the water line (No. 20 wire) between the injector and the check valve, and the water supply line from the bracket below the cab to the injector water pipe. The condensate drain line from the end of the Elesco heater to the running board follows.

Finally, add the train lines below the running board, soldering them to the 00-90 screws. When you are done, use rail nippers to cut off the excess screw length.

On the left side, add the generator condensate line and the blower steam pipe. Under the cab, the top line is the condensate return line from the Elesco heater and the lower is the water line to the Elesco pump.

Add the steam line to the Elesco pump and then the pressure gauge line. The water line from the Elesco pump to the heater head comes next, followed by the line from the heater to the check valve.

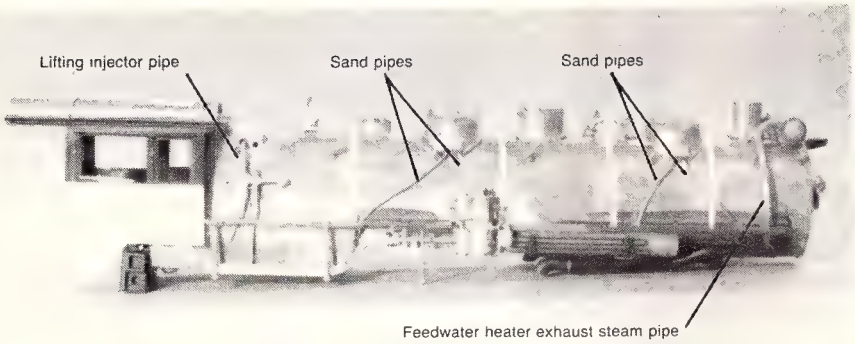
The only things left now are the bell and whistle cords; very fine wire can be used for them.

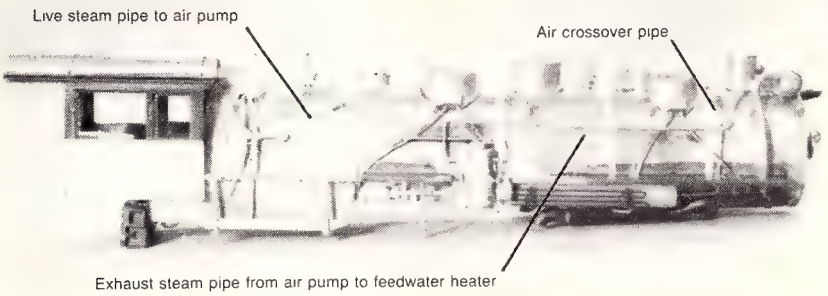
The cast trailing truck that comes with the kit is fairly modern in appearance and out of keeping with the early mallet I wanted. I filed a flat on the top of the truck and glued Precision Scale Co. plastic locomotive springs, part No. 31440, in place. This gives the appearance of a built-up trailing truck with little cost and retains the excellent-tracking kit truck.

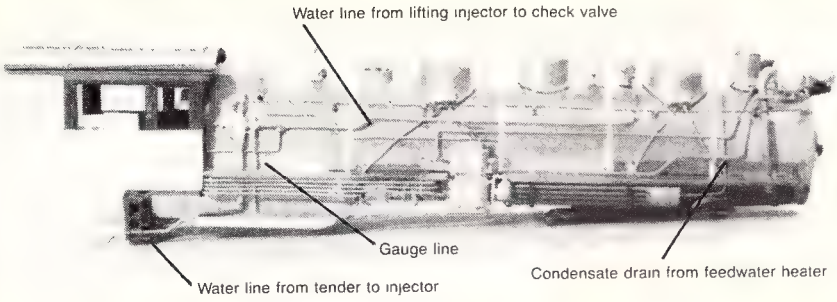
Tenders

I also felt the kit tender was a little too small for the rebuilt engine, so I replaced it with a Model Die Casting PRR low side one. The original will end up behind a light 2-8-0. I cut off the top lip of the MDC tender and built up a styrene coal bunker. This ends up looking very close to a CB&Q S-3 tender.

The choice of tenders is up to you or the prototype you follow. Model Die Casting offers the PRR low side (coal), a Vanderbilt, and an AT&SF oil tender that is easily converted to coal. Bowser has a 32-foot (old Varney) tender, PRR






Water line from lifting injector to check valve
Gauge line
Water line from tender to injector
Condensate drain from feedwater heater

These three views of the right side of the locomotive show the various steps involved in detailing the boiler. With the first stage of the piping complete (*top*), add the piping for the aircompressor (*center*). The finished boiler, complete with handrails is shown *below*. The rear view of the 800 series engines (*bottom*) shows the tender constructed from a Model Die Casting PRR low side tender. The top lip was removed and a coal bunker was built of styrene.

smoothly, I mount the boiler, touch up any nicks in the paint resulting from assembly and spray on a coat of gloss for decaling. I again set the engine aside for a week.

I apply decals using Solvaset, let them dry, and spray on a coat of flat. Weathering comes next.

My Kadee coupler height gauge/test track is mounted on a piece of screen stock, the milled square wood used to make window screens. I set the loco on the track, coupled to the height gauge, clip on a couple of power leads and let the engine run while I weather the running gear with an airbrush. This prevents stripes on the drivers from the side rods and swirls the paint around just enough to help the effect. Other weathering consists of wheel splash marks on the pilot and tender rear, Floquil Grime for streaks from the pop valves and other locations where steam leaks would occur, and a Grimy Black overspray around the stack and over the top of the boiler. A final coat of flat blends everything together.

With this project or one similar to it done, you can go on to other steam kitbashes knowing you have the skills to do the job. Other HO locomotive kits can be used like this one, and we will look at them in future installments of this series.

high and low side types, a 39-footer and a semi-Vanderbilt style. There are several other tenders available, and you should be able to find one close to your needs.

Painting and finishing

With the detail work done, diassemble and thoroughly clean the mechanism, tender and boiler. The best thing to use is soap and water. Any strong solvent, including alcohol or lacquer thinner, will attack either the plastic or the adhesives used. When clean, rinse the model and let it dry in a dust-free place for several days.

I use a dark gray acrylic lacquer automotive primer to paint locomotives. When done spraying the engine parts, I let everything dry for at least a full week. Then I reassemble the mechanism and test it out. When it is running

Eye level photography

A simple device for realistic looking pictures/**Jim Fite**

For more than half my life, I have been a model railroader. I developed an interest in photography much later as an adjunct to model and prototype railroad interests. The two hobbies have been quite complimentary to each other.

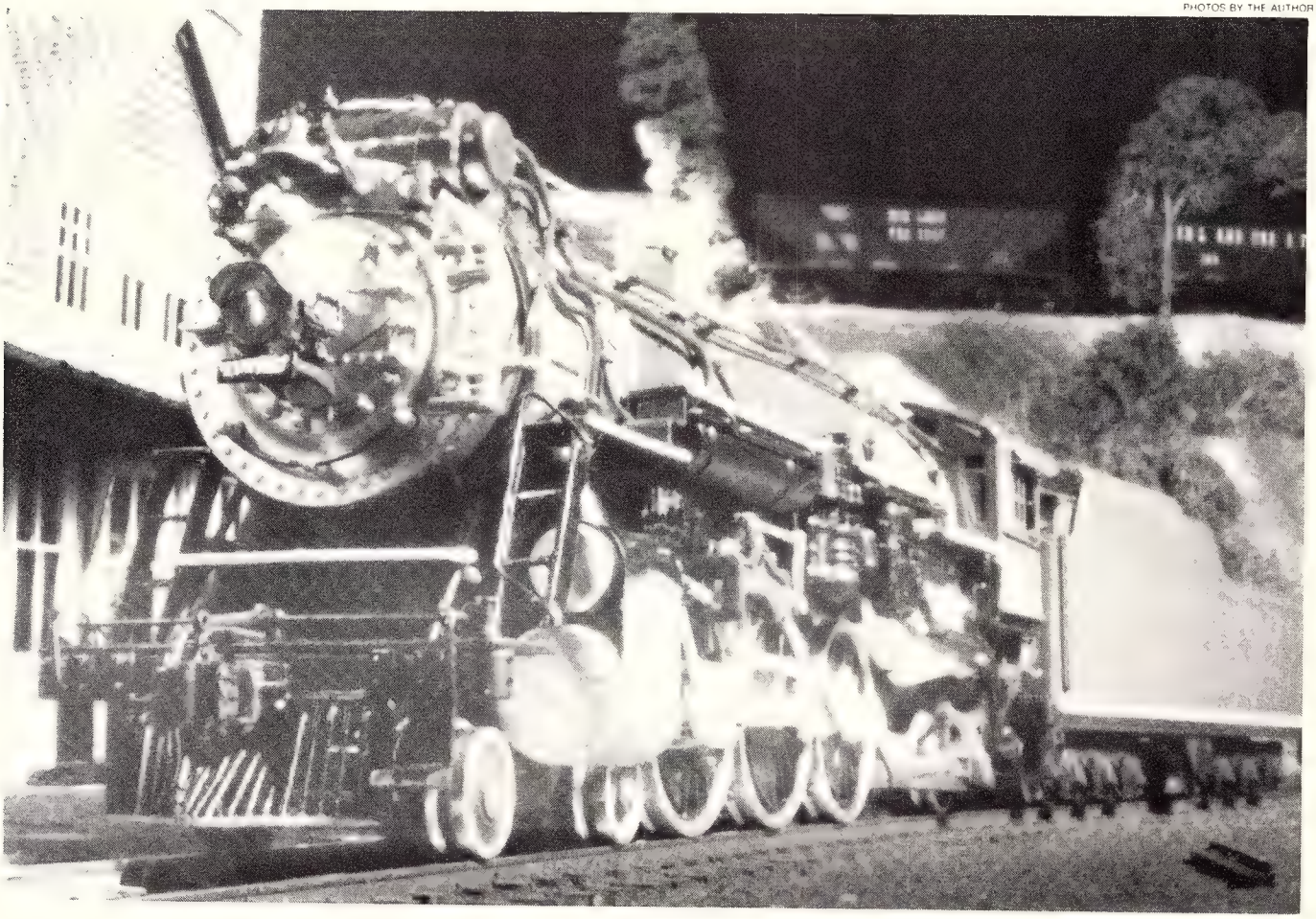
During my formative years in model railroading, a master of both hobbies, Ben King, published several photographs and articles on model photography. His interest was in producing stereoscopic views of his models, and his work was far advanced for its time. In the August, 1973, *Model Railroader*, he published plans for his ingenious miniature camera. Although there have been great advances in model photography, his effects with perspective have rarely been equalled, and photographs with similar effect have been accomplished with dioramas or edge-of-the-layout photography. Unfortunately, much good modeling is not on the edge of the layout, and a device to photograph scenes on the interior of a layout from a scale perspective has not been presented since Mr. King's 1973 article.

Since even the smallest bodied 35mm cameras have a lens centered 10-12 scale feet above the ground in HO (20-25 feet in N gauge), simply setting the camera directly on the layout does not reproduce the perspective of a scale man's view.

But there was more to Ben King's pictures than low-level perspective. There was the almost infinite depth of field of a pinhole lens. The combination of the two produced mesmerizing photographs in the 1960's and '70's. Then, in RAILROAD MODEL CRAFTSMAN, April, 1978, John Glaab published an article on how to modify a preset lens to a pinhole lens easily and economically. The results were striking and predictable, as opposed to rear-of-the-lens pinhole diaphragms previously tried. The depth of field was infinite beyond two inches from the lens front, and the pictures were sharp, even with 14 x 20 inch enlargements. I modified a Kaligar 35mm f 3.5 preset lens (i.e. manual stop-down) from Kalimar, Inc., 5 Goddard Avenue, St. Louis Air Park, P.O. Box 310, Chesterfield, Missouri 63107. Another useful property of this lens is that the pinhole spider assembly is easily removed for normal use, and the small size of the lens fits nicely through fences surrounding prototype locomotives. This permits unobstructed detail photos, which I cannot obtain with my automatic lens since it is too large for the holes in the fence.

Now that the pinhole problem had

PHOTOS BY THE AUTHOR



been ingeniously solved, there still remained the problem with low-angle perspective views, since even my small-bodied Miranda Sensomat had a lens center on the level of a scale Goliath. It seemed that there must be a simpler way to take a picture of an HO model from the perspective of an HO man than by the use of a Ben King camera; indeed, this camera is out of reach for anyone but an amateur or professional machinist.

I began to experiment with a box-like device (Fig. 1) with a mirror mounted to reflect the model image into the camera lens. I quickly discovered that an ordinary rear-silvered (with the silver plated onto the backside of the glass) mirror would not work since the glass itself reflected a small amount of light, producing a ghost image on the negative. It was, however, obvious that the technique would work with the proper front-silvered mirror. I could not locate one locally, so I ordered one from Edmund Scientific Co., 101 E. Gloucester Pike, Barrington, New Jersey, 08007.

The device was simple to build, and it took about an hour's work. It is basically a box frame on which the camera rests vertically and sights down into a mirror mounted at 45°. Strength is unnecessary since only tabletop photography is being done, and I simply glued the parts together with Elmer's woodworking glue. I added a strip of wood on top, through which passed a tripod screw to secure the camera to the assembly. The size of the box is unimportant and can be tailored to fit the camera used. The edge of the mirror should touch the scale ground to get the lowest angle of view, and the camera should be moved forward and backward so that its position for mounting can be obtained. I initially mounted it so that the edge of the mirror nearest the subject coincided with the edge of the view in the SLR viewfinder; later I moved it forward a little bit for lower perspective. The mirror was contact cemented to a strip of wood mounted and glued at about 45° between the frame sides. The strips on top of the frame were to correct for an original dimension goof, but

The Southern Railway Ps4 (*left*), the UP Big Boy (*above*) and the Frisco E-unit (*below*) were all shot using the mirror device. Careful attention to details is important as photos taken with the device emphasize the main subject, so any minor flaws on the model that may not be noticable in an overall scene shot will show up in the close up.

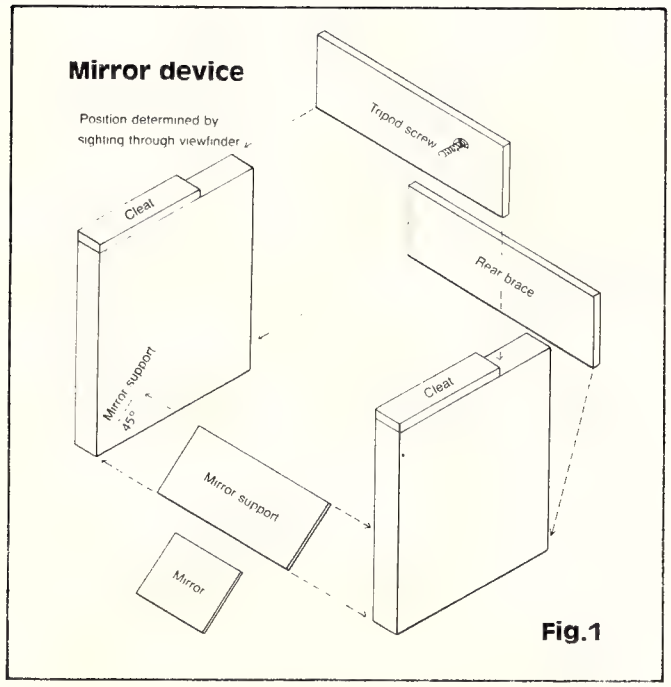


Fig.1

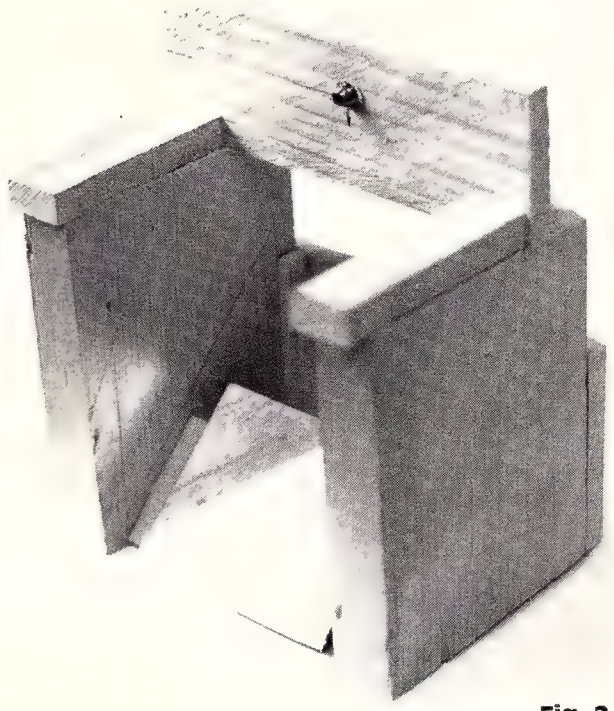


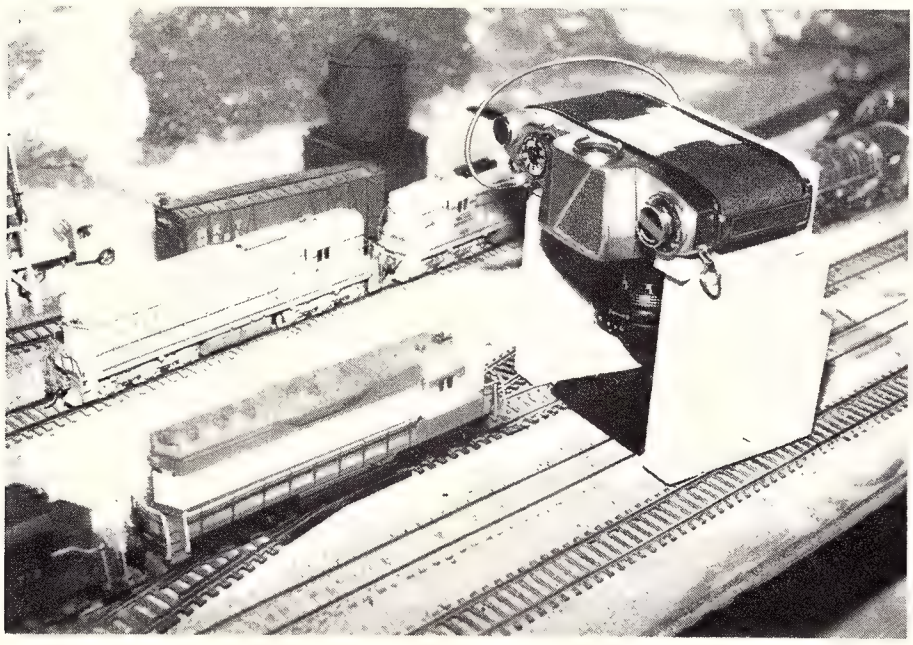
Fig. 2

The device is simply a box to hold a camera with a mirror at its base set a a 45° angle to reflect the image up to the camera. A coat of flat black paint would cut down on light reflections.

they provided nice cleats to which I glued the strip used for the camera's mount. The mirror does not need to be as wide as the frame; just as wide as necessary to reflect an image to fill the viewfinder. I used a 57 x 70 mm Edmund mirror. Mine was 3 mm thick, but the 1 mm thick ones would be a little better if the right size is available. I use a cable release and the shutter is locked open for a pinhole time exposure. The cable release is tucked into the back of the frame where I used another strip of wood for strength. I did not bother to paint my device, but the photographic purist would use flat black. Photo 2 and Figure 1 show the basic construction.

I researched my old issues of RAILROAD MODEL CRAFTSMAN and *Model Railroader* for articles related to close-up model photography and found only a scant few. I find this curious since the advances in model photography have paralleled the rest of the hobby. Obviously there are many good photographers out there, but they do not seem to be writing articles on the subject. Here is a list of the articles I found (there may be some prior to 1974, where my collection becomes incomplete):

1 Modeler's camera with roll-film holder. *Model Railroader*, August, 1973, p. 50. Ben King.
2 Pinhole diaphragm for 25 mm SLR cameras. *Railroad Model Craftsman*, March 1976, p. 57. David Chamberlain.
3 Model Photography. *Railroad Model Craftsman*, November, 1977, p. 60. Jim Boyd.
4 Model railroad color photography. *Model Railroader*, December, 1977, p. 116. Jim Hediger.
5 Improved pinhole diaphragm for 35mm SLR. *Railroad Model Craftsman*, April, 1978, p. 57. John Glaab.
6 Inexpensive pinhole box camera. *Railroad Model Craftsman*, March, 1980, p. 77. Bud Sima.



I use a Miranda Sensomat 35 mm SLR (through the lens) camera with a Kalimar 35 mm f 3.5 lens. Any brand preset lens would probably work, and I would suggest 35 or 50 mm focal lengths. The rear element of these preset lenses screws out so the spider pinhole device can be easily mounted (and removed). An automatic lens would be difficult to alter. I frequently use an extension ring with the pinhole lens which allows getting a little closer and gives a

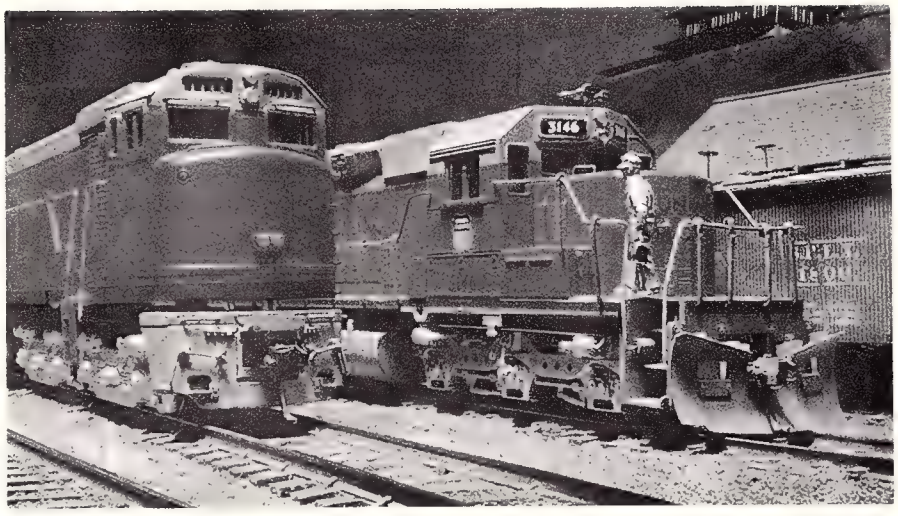
little magnification. Be sure to leave a bit of extra room above the mirror when constructing the mirror frame device to allow clearance of the lens with an extension ring or two. Extension rings will also be necessary if using a rear-of-the-lens mount diaphragm with a pinhole in order to prevent vignetting.

The mirror device I have described allows use of any 35 mm SLR camera with or without a pinhole lens, extension tubes, etc. The regular lens will work fine, also. Taking pictures through a mirror has one major drawback: it reverses the image from right-to-left and top-to-bottom. This means that the negative must be reversed in a commercial print. This will not be a problem with slides which can be reversed for viewing. If the reader makes his own prints, the negative can be printed emulsion side up to correct for this. If there is no lettering to be read in the photo, image reversing by a commercial lab will not be a problem either.

With our mirror device constructed (I haven't named it), let's discuss its use. It can be set anywhere on the layout that there is a flat small surface. Sighting down through the viewfinder is easy in composing the scene. Since the lens aperture is wide open, near objects are quite out of focus until the pinhole lens is stopped down, and then it is too dark to see anything. An extension ring helps here for close objects. It is important that the pinhole is centered in the lens and the diaphragm leaves don't border it on the edge or a fuzzy image may result.

Be very careful with that front-surfaced mirror since it is easy to scratch. Never touch it with anything but a soft brush for dusting. Store the device in a box to keep dust off.

I did a little further experimenting by moving the camera forward, toward the subject, to get an even lower perspective. The difference was striking. The edge of the mirror was lined up to coincide with the edge of view through the SLR's viewfinder, and this produced a nice, low-perspective scene. Then the camera was moved so that the focusing doughnut in the viewfinder was on the scale man's face, which was directly in front of the lens. To do this, the edge of the mirror was within the viewfinder along with some of the scale ground beyond the mirror. This reduced the amount of usable negative by about ten percent. In the darkroom, the edge of the print is simply lined up with the useful part of the negative where the reflected image begins. (This might be very useful for N gauge, where the subjects are half as big as in HO.)



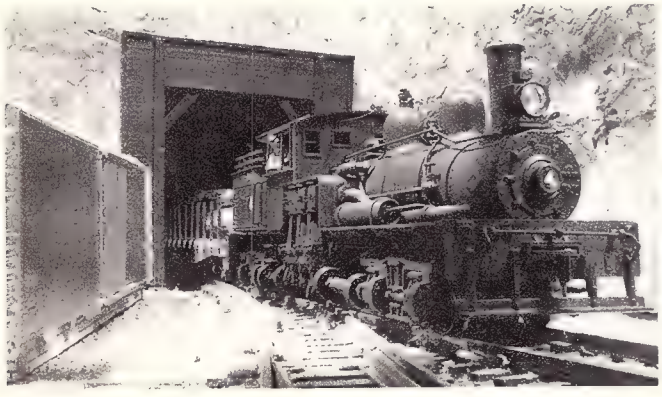
With the mirror device it is easy to get down low and in close to model subjects for realistic photo angles. The addition of forground characters or detail adds depth to the scene. All of the photos on this page appear as if they were taken by a scale person, as opposed to the conventional "helicopter shot" seen on page 70 (*bottom*).

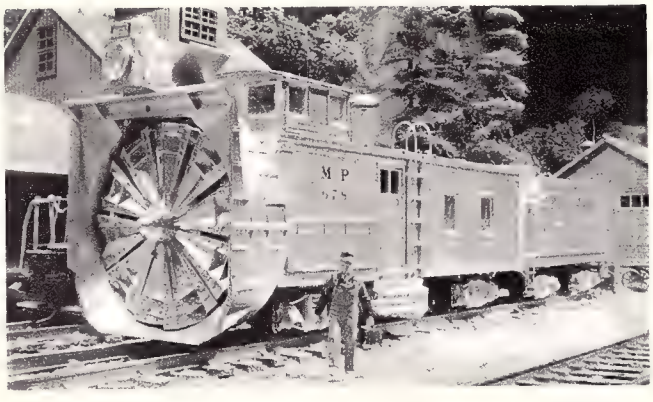
I have already mentioned that I develop and print my own black and white photos. Several years ago, it became obvious that because of high contrast and standardized commercial printing methods, it was going to be very advantageous to do my own processing and printing. Because of long exposures required for pinhole photography, contrast markedly increases; this is called reciprocity failure. It is often necessary to burn in or dodge out areas in a print to assure even exposure of light and dark areas.

As I mentioned earlier, the mirror reverses the image right to left and top to bottom. In the darkroom, the negative is simply inverted in the enlarger emulsion side up rather than down to compensate for this reversing effect.

I use Panatomic X film because of its fine grain. I push it to ASA 100 by tripling the development time of the film. The fine grain of Pan X permits sharp enlargements up to 14 x 20 inches when that rare picture is taken that is correctly exposed. Also, ASA 100 is fast enough to shoot moving prototypes on the same roll. I use 30-40 second exposure times with the Panatomic X, and I use one hand-held sealed beam movie light moved about for even coverage. I have tried the multiple flash method, and you can forget it with the pinhole lens unless you own Union Carbide stock and have lots of time.

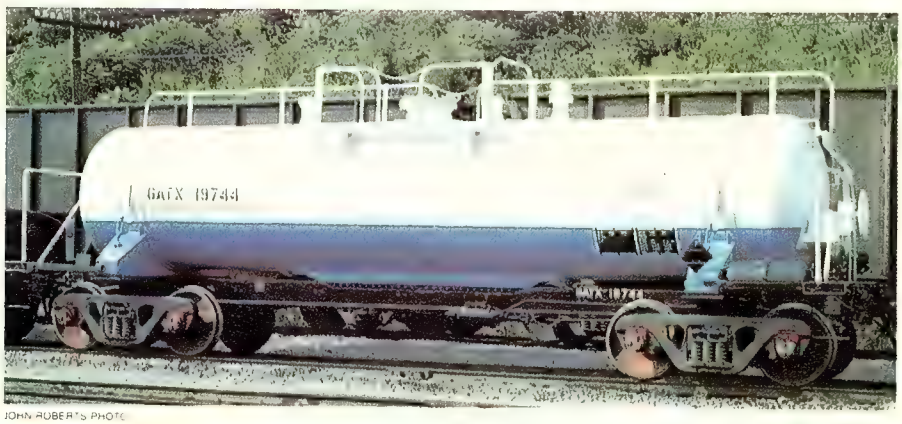
For additional tips on model photography, refer to Steve Sint's bi-monthly COMPANY PHOTOGRAPHER column in RAILROAD MODEL CRAFTSMAN.





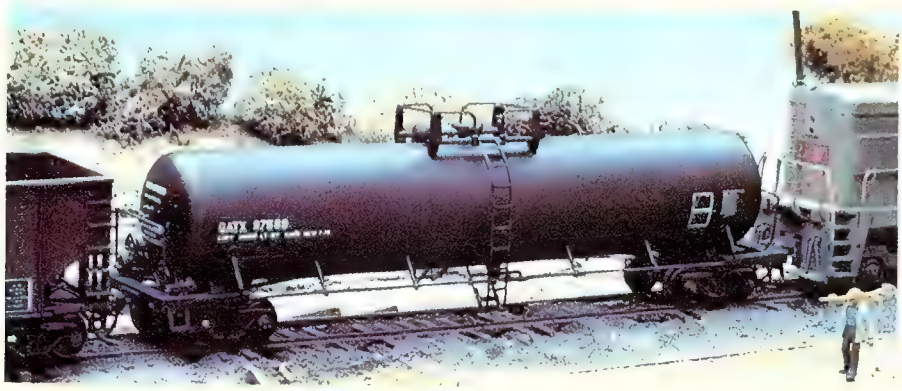
PHOTOS JIM SLAUGHTER EXCEPT AS NOTED

This model of ACFX 85540 represents an American Car & Foundry built 62-foot frameless hydrogen sulfide car. It is an insulated, pressure converted car built from Athearn's non-pressure uninsulated car. Tank bolsters on frameless tank cars are a builder's spotting feature; see Fig. 1 for the shape and details. The ACF type is visible on the model. NATX 29584 (*left*) is similar to the model in size, but is a non-pressure tank car.



JOHN ROBERTS PHOTO

This GATX hydrogen peroxide car is an uninsulated type with an aluminum tank; very similar to the second model described; shortening an Athearn kit yields this car.



The third model is a 51-foot general purpose tank car, uninsulated and non-pressure. The center section of the kit was removed to start building the car model.

Three tank car kitbashes

A trio of modern tank cars from the Athearn 62-foot kit/**Jim Slaughter**

Tank cars have changed radically in the last 20 years to accommodate the increasingly diverse demands by the growing chemical industry. Of the approximately 174,000 tank cars in service on America's railroads, nearly all are owned by non-railroad companies. This total represents about 12 per cent of the national freight car fleet. Tank cars carry an amazing variety of liquid and semi-liquid commodities, such as ammonia, liquified petroleum gas, hydrogen sulfide and peroxide, carbon dioxide, oxygen, chlorine and alcohol, vegetable oils, polymers and vinyls, corn syrup, clay slurry and acids, including sulfuric, phosphoric, hydrochloric and others.

There are approximately 23,000 pressure tank cars (over 100 p.s.i.) included in that total. These cars have no bottom outlets; the loading and unloading valves, the safety valve and other fittings are located in a manway housing on top. This is sometimes mistaken for an expansion dome. Pressure cars, either insulated or uninsulated, carry most of what is classified as hazardous chemicals because federal and state rules specify rail shipment. Tank car design for pressure or non-pressure (60-100 p.s.i.) cars must take into account the various densities and weights of the liquids being carried. Two ways of doing this is through changing the diameter of the tank and its length.

We will show how to kitbash several tank cars from just two Athearn models. They are the 62-foot modern chemical car and the 40-foot chemical tank car. The first project will be the 62-foot tank car that represents a 26,000-gallon ICC111A100W1 (domeless, full-frame, non-pressure, uninsulated) car built by ACF Industries in the 1960s. It can easily be converted into a frameless 62-foot 21,550-gallon insulated pressure car for hydrogen sulfide (DOT-105A600W). This is how I modeled this car.

The manway cover, top unloading box, stuffing box and the safety valve from the original model were discarded to be used later on other models. A pressure housing was carefully cut with a razor saw from the 40-foot chemical tank car and attached to the center of the tank top with styrene cement. A small bead of auto body putty was added to the seam to simulate a weld line. The old handrail holes were filled with putty and the handrails were shortened at the top and moved up higher on the tank.

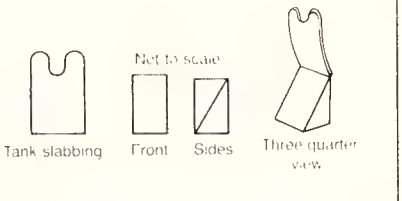
The next step was to remove most of the frame and make a stub sill frameless tank car. ACF Industries tank bolsters were scratchbuilt from styrene after all the saddle and handrail detail was scraped off. See Figure 1 for a diagram of their design. Each tank car builder has a frameless bolster design that differs from those of the others. This makes tank car builder spotting easier. Figure 1 shows the different shapes.

The second car also uses the 62-foot chemical tank. This time, a scale 9′-0″ section was cut from the center of the tank to make a 53′-0″ hydrogen peroxide car. This 20,000-gallon uninsulated (DOT-111A60AL W2) car keeps its underframe because of its aluminum tank. The steel underframe gives extra stiffness and the aluminum prevents the contents from corroding the tank.

After the tank was shortened and glued back together, the underframe was cut at the two truck bolsters and a scale 4′-6″ section was cut from each end of the center sill. Then the underframe and center sill was glued back together so that the kingpin screw and its holes were aligned. The walkway along the bottom of the tank was also removed, since the prototype has a catwalk.

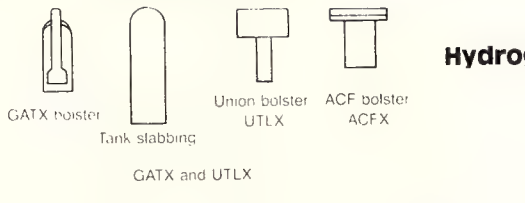
The saddle and its strap details were scraped off and new ones were made from strip styrene. See the chart in Fig. 3 and the drawings in Fig. 2. The air reservoir, triple valve and brake wheel were glued to the B end of the underframe after they were removed from the bottom.

The catwalk I used was Quality Craft's O scale roofwalk material cut to a scale HO 1′-6″ width. The handrail stanchions came from the MDC Tank Train™ and were spaced a scale 6′-0″ except at the center safety platform, which was 8′-6″ long. New railings were bent from 1/32″ wire and glued to them. Also, 1/32″ wire was bent and formed to make the center safety platform handrails. Corner posts were cut from 1/16″ Plastruct L-girder and attached to the catwalk.



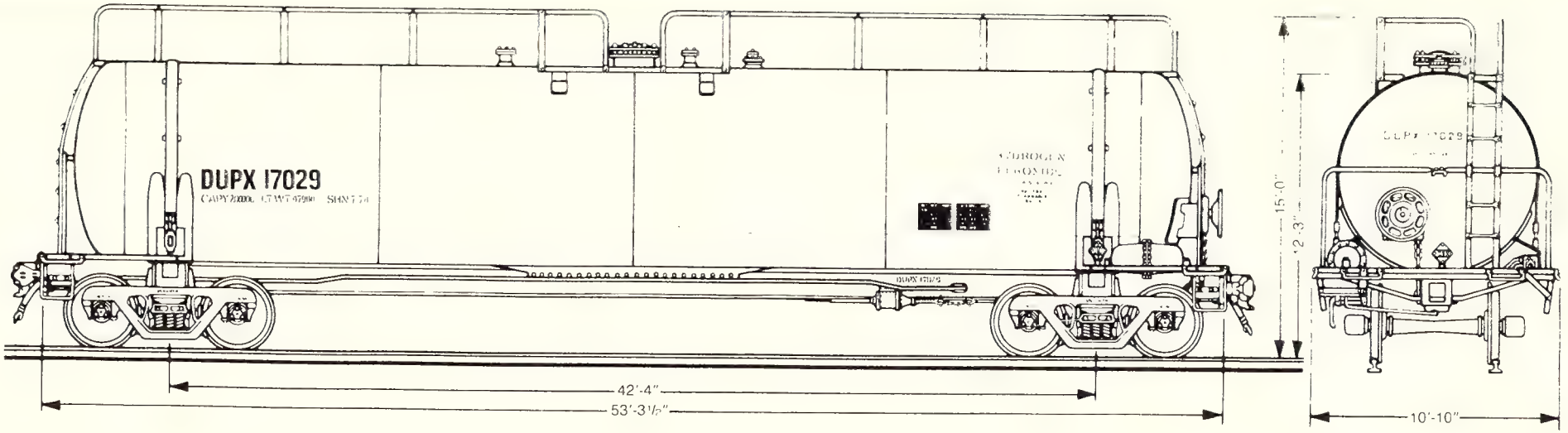
Tank bolster design

Fig. 1



Hydrogen Peroxide tank car bolster

Fig. 2

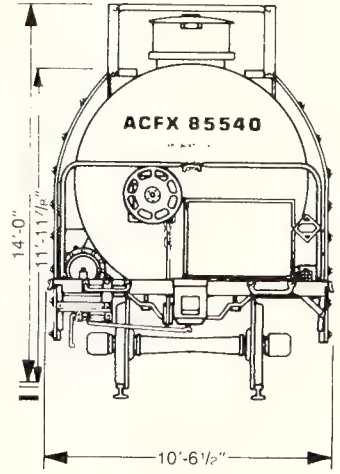


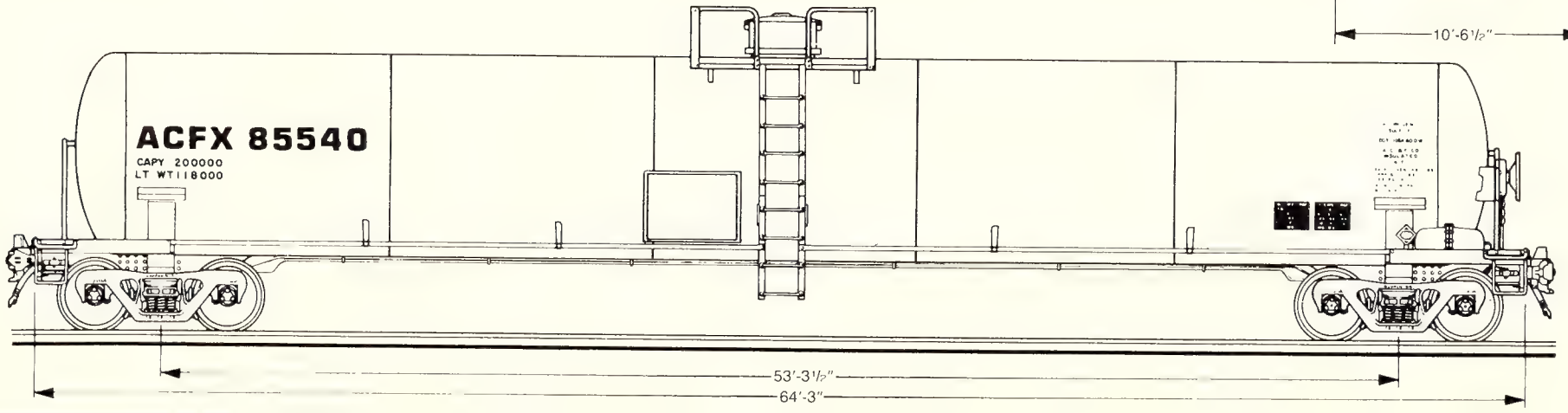
Hydrogen Peroxide tank car

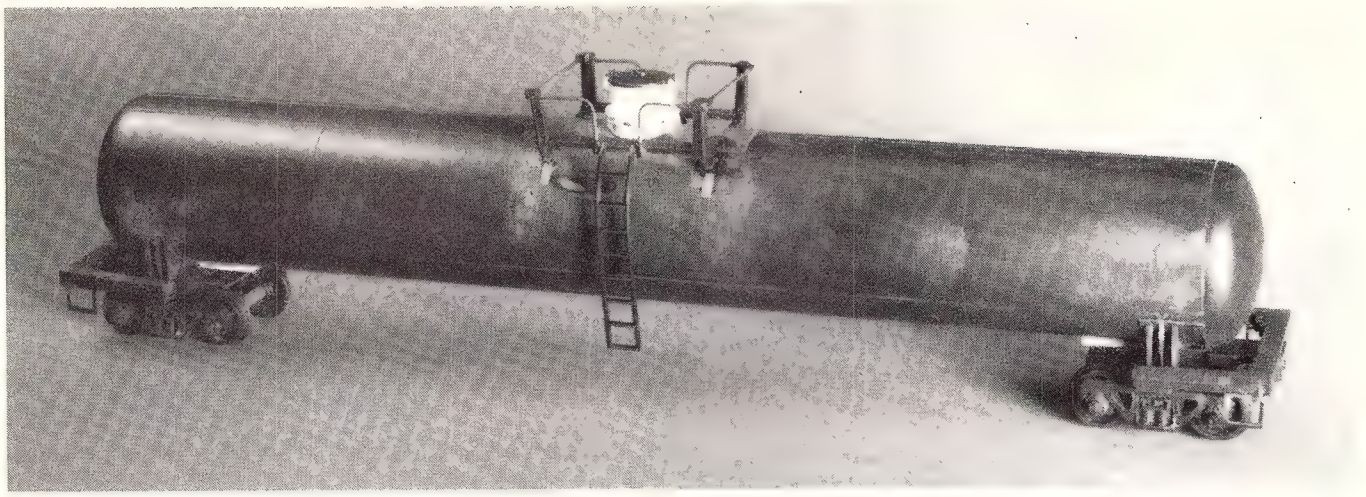
Strap around tank No. 8202 HO scale: 2′ × 8″ Evergreen 15 1/2″ long.
Tank slabbing: .005″ thick styrene.
Bolster front piece: .010″ thick, scale 1 1/4″ wide by 2 1/4″ long.
Bolster side pieces: .020′ thick, 1 1/4″ wide by 2″ long.
Cement .015″ wire into Grandt Line No. 5039 turnbuckles.
Drill No. 78 holes into bolster to install.
Weaver No. 49 O scale roof walk material
Evergreen No. 177 .100″ × 5/32″ styrene.

Parts list
Fig. 3

Drawn by Jim Slaughter
Full size for HO scale
3.5mm = 1′-0″; 1:87.1







The ACF car under construction: all the detail, except for the weld lines, has been sanded off the Athearn carbody and a pressure dome added; this is from an Athearn 40-foot chemical tank car kit. The tank bolsters have yet to be changed to ACF style.

On the center of tank on top I installed Athearn's manway cover from the 62-foot kit. On the B side of the manway cover, two holes were drilled a scale 2′-0″ apart for the 4″ discharge nozzle and the 2″ continuous vent with filter. Two Athearn safety valves, part No. 15241 represented these. On the A side of the manway was another valve to represent the 60-lb. safety vent.

Brass ladder stock was cut and bent along with 1/32″ wire for end handrails. Grandt Line turnbuckles and 1/32″ wire were used for tie downs on the tank saddles.

The car was painted reefer gray and engine black following the DuPont corporate scheme for some tank cars. The lettering is primarily taken from Micro Scale's No. 87-236 tank car data sheet. The letter "D" is made up of the "L" from the LUCX and the "C" which was flipped backwards. The "PX" is from the SHPX, which also is on this large sheet. The sheet contains data and initials in black for a number of shippers: ACFX, GATX, NATX, UTLX, SHPX, RTMX, and LUCX. The words "Hydrogen Peroxide" were made up a letter at a time from Champ's HD-16B steam locomotive tender capacities set in black.

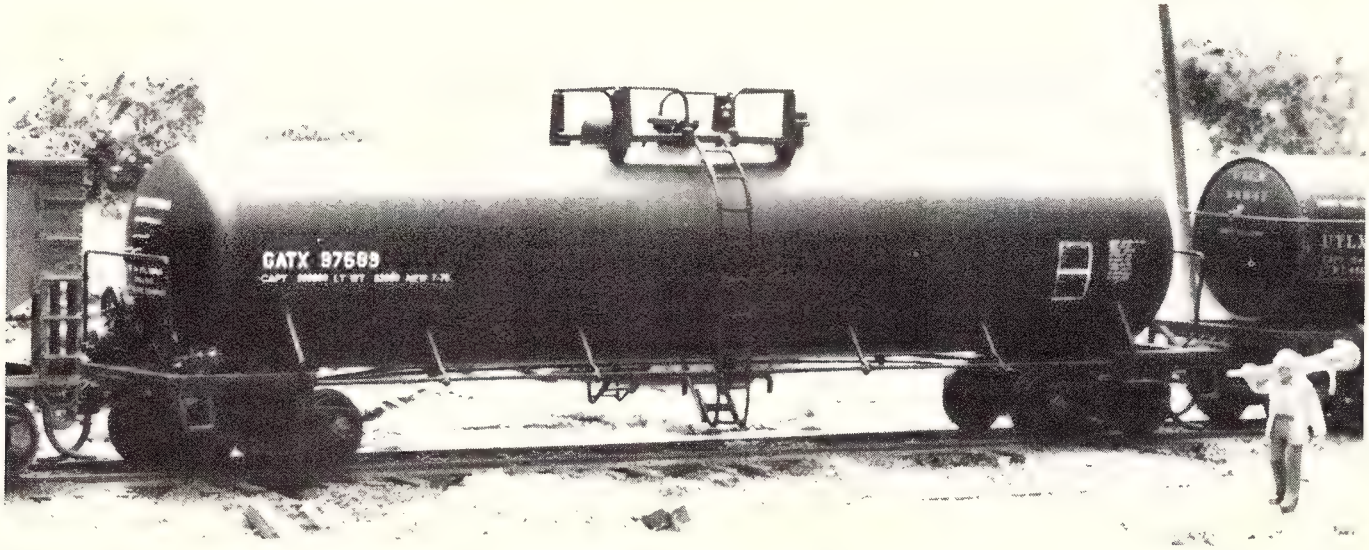
The third tank car was again created from the 62-foot chemical tank. This time, a frameless 51-foot 20,000-gallon, uninsulated, non-pressure (DOT 111A100WI) car for general service commodities was kitbashed.

The center section of the tank was removed with a razor saw. It's a scale 11′-0″ long if cut at the weld lines. After the two tank sections were glued back together, the seam resembled a weld line.

The underframe and center sill were removed, except for a scale 8′-6″ section at each end. This included the truck bol-

Jim's second model, hydrogen peroxide car DUPX 17029, wears a two-tone reefer gray and black paint scheme. Grandt Line turnbuckles were used with wire straps as hold-downs and Quality Craft O scale roof walks were used as the walkways on the top.

Three tank car kitbashes



The third car described is this 51-foot frameless non-pressure car (above). The model is painted black and represents a general service tank car; GATX 91804 (below) is a very similar car; note that the shape of the tank bolster is different from the ACF car.

ster and a tapered 2′-6″ section of the centersill. The old strap detail and bolsters were scraped off with a No. 17 chisel-tip X-Acto blade. It was cleaned up with fine-grit sandpaper. New bolsters were made using .020″ Evergreen styrene for the main web plate; .005″ styrene sheet was used for the tank slabbing. See the drawings.

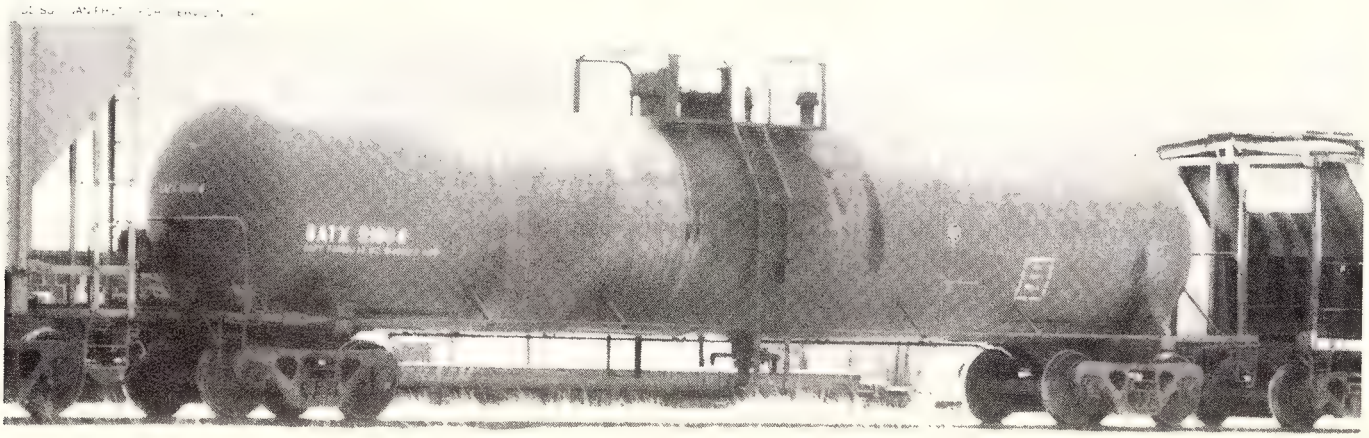
After the slabbing was glued to the tank body, the new web plates were attached to them. The B end of the car has a Cal Scale reservoir, Ajax brake housing and wheel, and the triple valve. The car has truck-mounted air brakes so the underframe has only a main brake line and a smaller air brake line connecting the triple valve with both trucks. Two holes were drilled in the bottom of the tank body and 1/16″ long pieces of 1/32″ wire were glued in with cyanoacrylate. The two brake lines were bent to shape and glued to these two pieces of wire. The underbody was completed with the addition of a steam-equipped bottom unloading valve. This was a piece of casting sprue with a hole drilled through it. A scale 4′-0″ long piece of 1/32″ wire was bent and inserted into the hole to represent the steam line.

On some frameless tank cars, there is a rod running between the stub sill bolsters at each end. This rod is known as a clearance bar. Its main function is to keep people from stepping between the trucks of a slow moving car. This car has these anti-personnel clearance bars made from 1/32″ wire and Athearn handrail stanchions salvaged from an old dummy GP30. Any kind of diesel handrail stanchion will do if they are long enough. Four holes were drilled into the body a scale 6′-6″ apart and a scale 6″ down from the seam between the bottom and top sections of the tank body.

The Athearn manway cover was glued to the top center of the tank car. On the B side of the cover, I added the top unloading valve housing. The other side has the stuffing box with its top-operated controls for the bottom unloading valve and the safety valve. All these were taken from the 62-foot chemical tank. The platform on top was shortened by a scale foot in height. New railings were bent from 1/32″ wire and attached with cyanoacrylate. Brass ladder stock was cut to a scale 16′-0″ long and bent to shape and wrapped around the clearance bar. New end handrails were bent from 1/32″ wire and glued in place.

The car was painted with Scalecoat II No. 2001 Loco Black. The lettering came primarily from the Herald King PR-120 tank car set.

The next installment will cover a modification of Athearn's 40-foot chemical car, and then we will go on to kitbash more tank cars using the Roundhouse/MDC 50-foot tank car. We will show how to make a 48-foot chlorine car, a 41-foot sulfur car and a 28-foot insulated general service car.

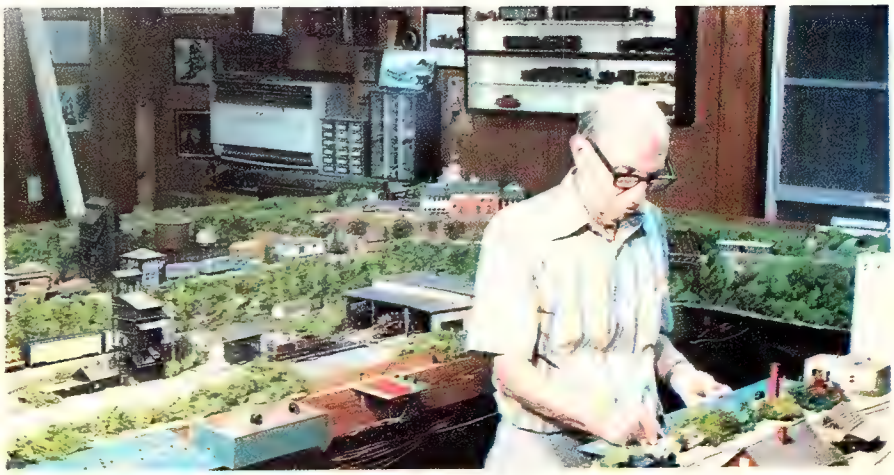


PHOTOS BY JOHN LOWRANCE AND MILES HALE

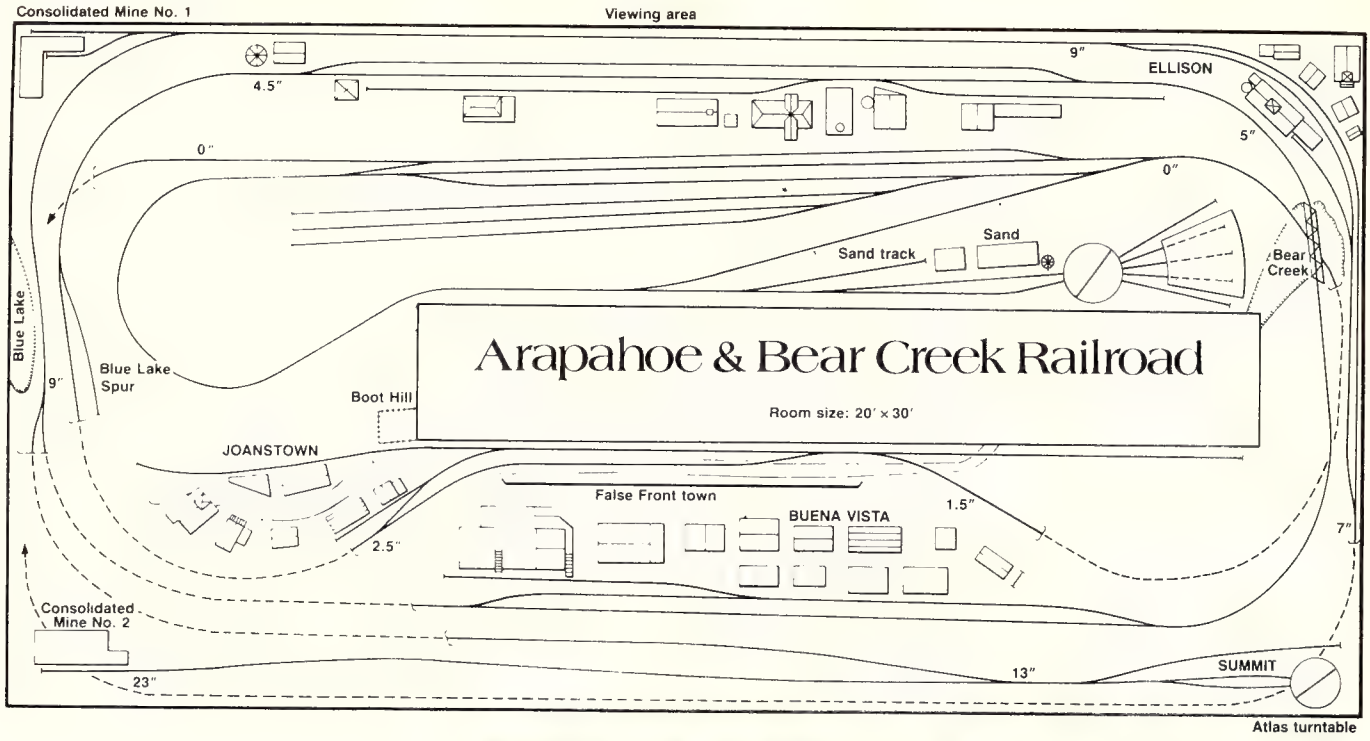
Arapahoe & Bear Creek Railroad

John Lowrance and **Miles Hale** remember Dr. Howard Van Auken's HO layout.

For most of the last twenty years, the Arapahoe & Bear Creek Railroad was a popular attraction for those attending model railroad activities in San Antonio, Texas. The A&BC's brass hat, Dr. Howard Van Auken, was known for his abilities as a modeler, his service to the hobby and his keen sense of spotting "trends" in model railroading. At 79 years old, Doc (as he was called) was retiring to smaller quarters and requested that we photograph the A&BC before she was dismantled. Shortly after the layout was photographed, Howard was hospitlized for surgery. Serious complications ensued and he died on October 21, 1983. Doc was a man who found in model railroading, as in his career in medicine, that fellowship with others and helping other people were the essence of life. He



The late Dr. Howard Van Auken operating his beloved A&BC layout; the town of Ellison and the Arapahoe engine facilities are behind him. *Top,* Train No. 1257 crosses Bear Creek trestle bound for Mack.



will be missed by his wife Joan, his family, and his many friends throughout the land. It is with pleasure that RAILROAD MODEL CRAFTSMAN shares the last visit to the A&BC railroad.

The Arapahoe & Bear Creek Railroad was housed in its own 20′×30′ building at the rear of Doc's ranch style home on San Antonio's north side. He had the building constructed in 1964 after moving to San Antonio from Colorado. The railroad shared the space equally with a workshop which doubled as a visitor's viewing area. Howard began modeling in 1956, and the years of Colorado railroading stuck with him when he was planning the A&BC. The railroad's name came from a Colorado Indian tribe and a creek which ran out of the mountains. Doc claimed that, in designing the layout, he wanted a lot of track, lots of sidings for switching, passing sidings and two-way operation. Although the design was basically a loop railroad, he often explained it by saying, "Twenty years ago people liked to watch trains run and designed this type of layout. Today operation in a prototypical manner is more stylish and has resulted in point to point designs." Although his trackplan is typical of the older designs with an emphasis on central panel control of locomotives, hidden trackwork and continuous train operation, it contained considerable operation for its time.

The layout lighting was provided by four double-bulb fluorescent light fixtures, which provided a lot of light by the standards of two decades ago. The benchwork was built with 1″×4″ pine and redwood using a girder system secured with wood screws. Risers and sub-roadbed were mostly pine and one-

Joanstown's residential area (*top*) is modeled with a mix of plastic and craftsman kits, and captures the feel of many older Colorado towns. From across the valley (*above*) the Consolidated Mine No. 2 is perched on the side of Buena Vista Mountain.

A&BC Heisler No. 1 (*top*) hauls a load of ore up Buena Vista Mountain to Summit. Joanstown can be seen in the valley. Mining was the main industry on the A&BC and the two views (*above*) show typical scenes from this activity. On the Blue Lake spur, Consolidated Mine No.1 (*above right*) is about to be switched out. Blue Spruce curve (*right*) is where some livestock pens are located on a siding. Note the old wooden cars located there.

Arapahoe & Bear Creek Railroad

half inch plywood. True Scale milled roadbed and track was used throughout the layout and served it flawlessly for 20 years.

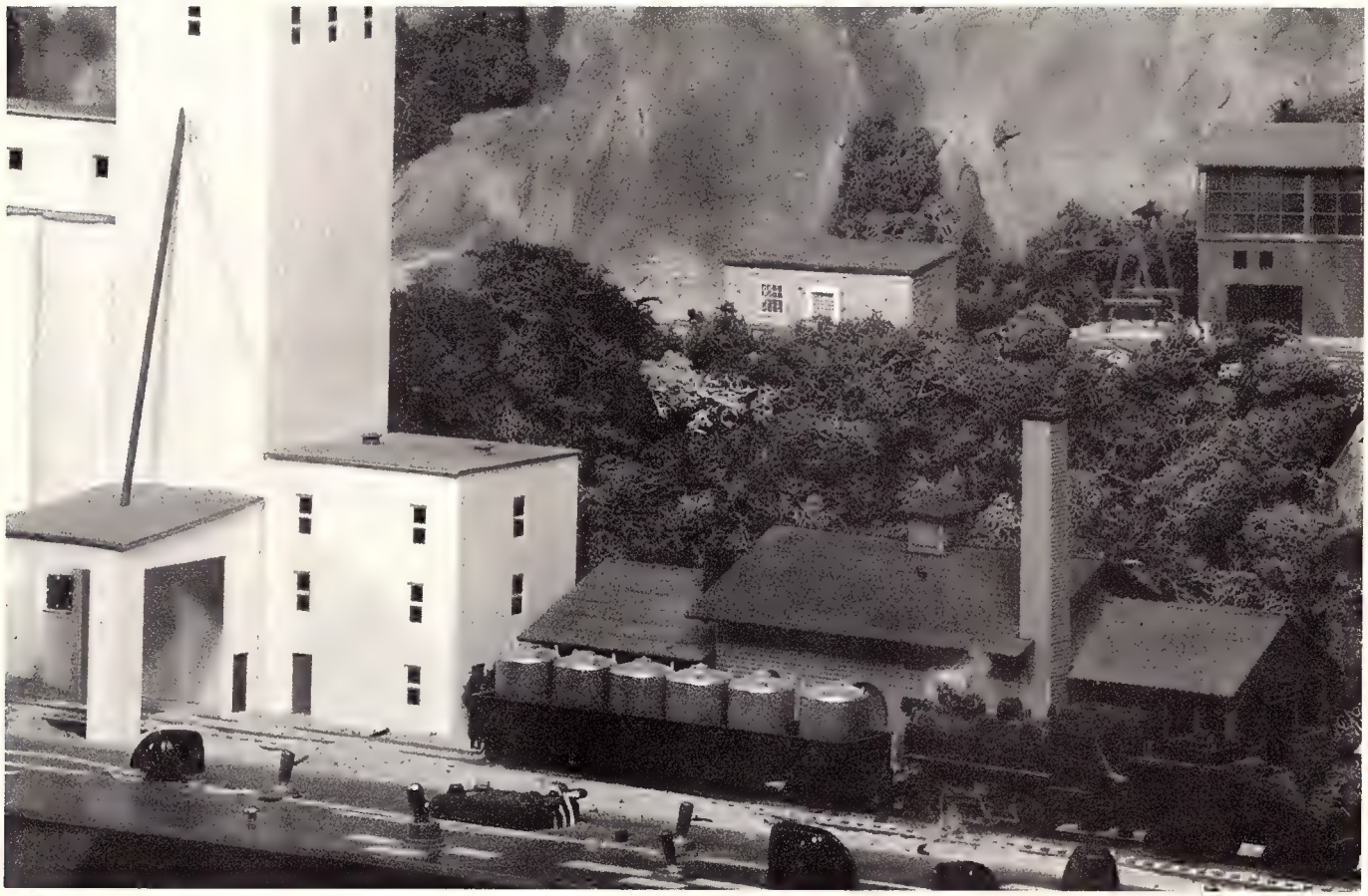
The A&BC was wired for dual cab operation from fixed cab locations in the center of the railroad. The center operation allowed visitors an unobstructed view of at least half the layout but unfortunately required a duckunder for operators. Howard had an interesting comment about the impact of walkaround throttles on the role of the visitors to a railroad. In the past, he would say, visitors were kept apart from the operators in some manner. Walkaround control not only changed the operation of a railroad but allowed visitors and operators to mingle in the aisles. This changed the view of the scenery, operations, and the entire look of the layout room. The A&BC was wired with 21 blocks utilizing single pole, double throw (SPDT) center-off toggles to select the cab. The return loop at Joanstown was added later, as was the seven percent grade mining spur in the rear. Where the spur climbed from Summit to the Consolidated No.2 mine, Doc constructed an auto-reverse system with magnets and reed switches, which proved entertaining to visitors. The assigned Shay would run from the mine to Summit and back, while other trains could be tended below. Other wiring included a circuit to maintain constant speeds on the grades and home-made transistor throttles.

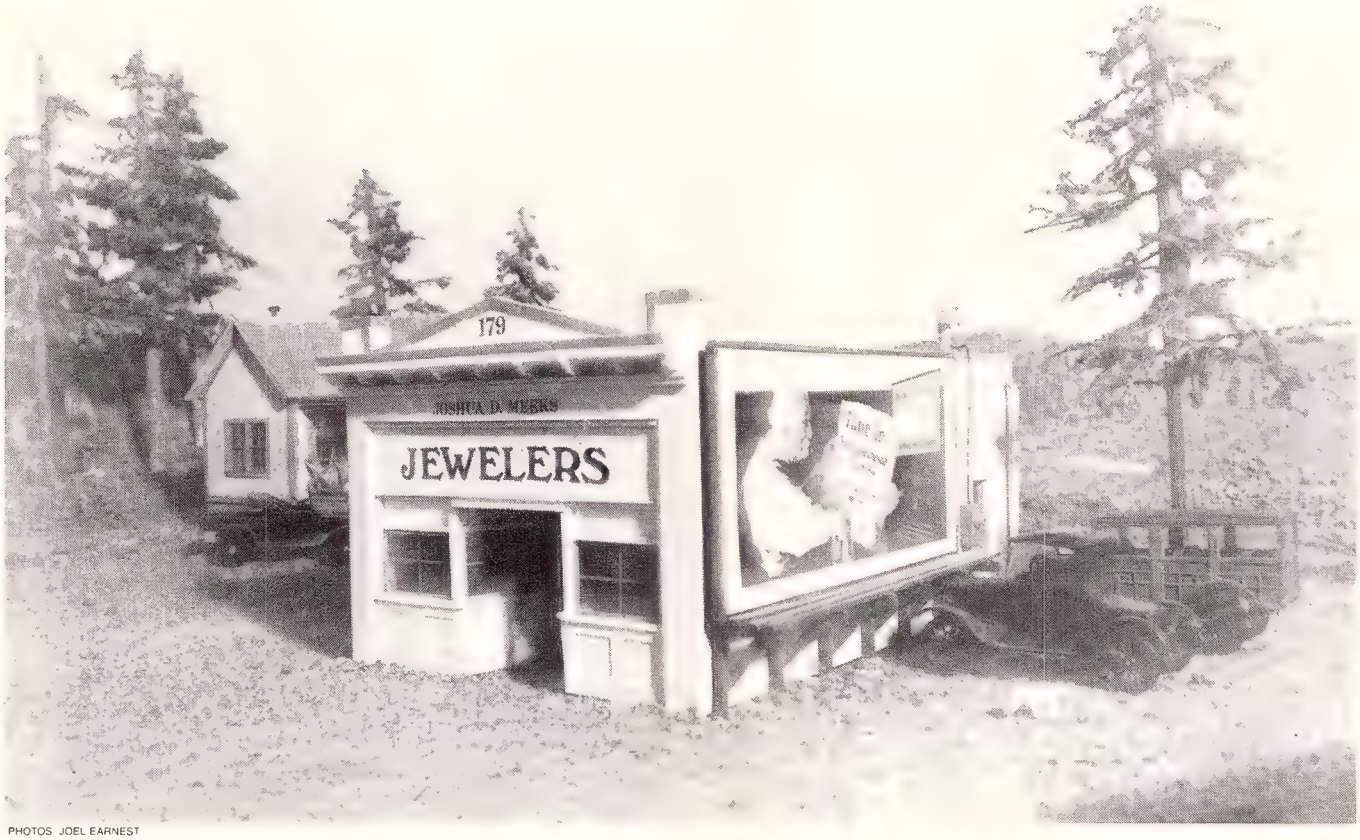
The scenery on the Arapahoe & Bear Creek changed considerably over the years. Doc liked the Colorado mountains and designed the layout to represent a mountain railroad that carried freight from the city into the high country. He began his scenery by constructing the peaks in the rear of the railroad from screen wire stretched over a wooden frame. The mountains were about seven feet from the floor at the rear of the room and achieved the towering look one finds in the mountains. Other parts of the hard shell were constructed from plaster-soaked paper towels over paper and tape. This was then spray painted. Doc regretted this approach and indicated that he would have used rock castings if he were to do it again.

Ground cover was initially made from sawdust and tempra paints. Over the years he added ground foam and ballast to the layout and covered the mountains with foliage. Many of the structures were scratchbuilt, but kits predominated. The early ones were built from paper, including some old paper-printed kits that still looked good from several feet back. The later structures were wooden kits, Sydam metal buildings and plastic or styrene kits.

One of the most interesting aspects of the A&BC was the rolling stock, which spanned the history of HO scale modeling. The collection included all of the Ambroid "One in 5000" kits and some of the Quality Craft kits that came after them. Many of his cars were metal kits by Athearn, MDC and Varney. The motive power was supplied by a mixture of early metal locomotive kits by Varney and Mantua. AHM and brass imports made up the bulk of the remaining locomotives, with the only diesels being a pair of metal Varney F3s.

When we were ready to leave, we had to ask why he was tearing the A&BC RR down. Doctor Van Auken told us that the house had become difficult to maintain and that he was moving to a condominum. Perhaps the most appropriate conclusion to the A&BC story is Howard's comment following our question. "I am going to keep active in the hobby as far as you can without your own layout," he stated. "Anyway, it is the friends that I have that count the most to me these days. I've seen people retire from careers and have nothing to do and no friends. I just do not believe that model railroaders experience this. They simply retire to a new career building railroads. Well, you have to remember at seventy-nine, I doubt if I'll have much time to get too fancy in my future model railroading."





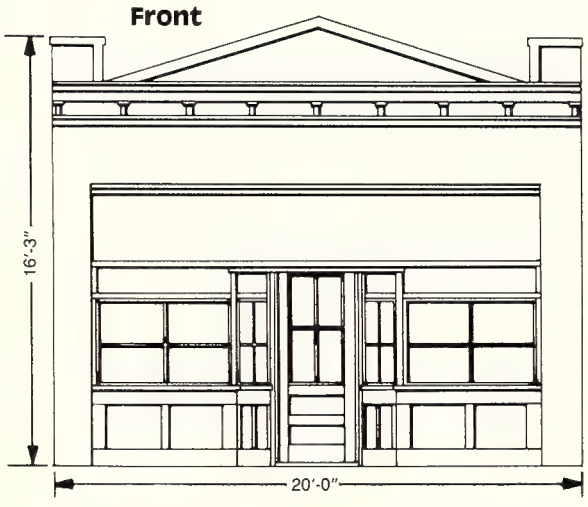
PHOTOS JOEL EARNEST

Modeling with paper:
Semless Jewelers

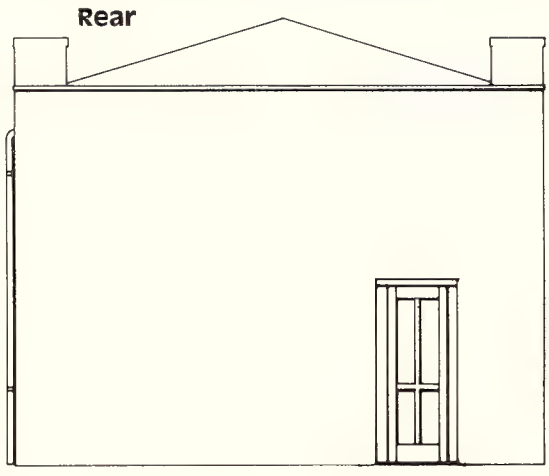
Enjoying an old material/**Joel Earnest**

My introduction to modeling with paper was through an old Classic Miniatures kit, bought on a impulse, three minutes before closing time. I didn't even look in the box until I got home. I think my heart must have skipped a beat when I finally opened the lid and realized that I'd just paid $15.00 for a bunch of paper! Well, after a few hours the shock had worn off enough so that I could hold a hobby knife again and about two weeks later I had completed a very attractive model of the old Los Angele Masonic Lodge building.

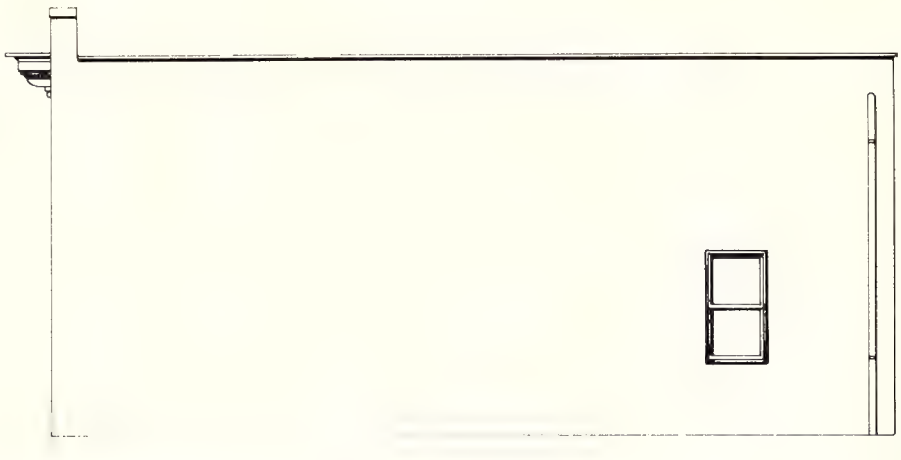
Although I gather that paper was once a common building material, it seems that it had largely given way to sheet styrene sometime before I arrived on the modeling scene, about five years ago. When I began assembling the Clas-



Full size for HO



Modeling with paper



sic Miniatures kit, I went into it not knowing the first thing about modeling with paper. I've made up a short list of useful techniques learned while building the kit that should be of help to those of you that haven't worked with paper before.

1. *Always* use a sharp blade.
2. White glue can be used to fill in minor irregularities.
3. Spray paint all parts twice. After the first coat has dried use a piece of stripwood as a burnishing tool to remove any stray paper fibers.
4. You've heard it before, but it's always good to keep in mind, "Measure twice, cut once." Paper doesn't take well to sanding, so accurate cuts are a must.

So, if you'd like a new business for Main Street, want to clean out some of that clutter in the old scrapbox and help to revive one of model railroading's lost arts in the bargain, read on.

For Southern Californians searching for pre-1950 structures to model, a trip downtown can be discouraging . . . just too many buildings have been altered over the years to be of much use as prototypes for modeling. One of the few exceptions to this is downtown Brea. Quite a few of the old buildings have survived in near-original condition. One of these is the Semless Jewelers Building, on which I have based my model.

At first glance, the ornate facade might look just too darn intricate for a sane man to model. But, as you can see in the construction sequence figures, what at first seems to be an overwhelming amount of detail is really just a layering of simple geometric shapes.

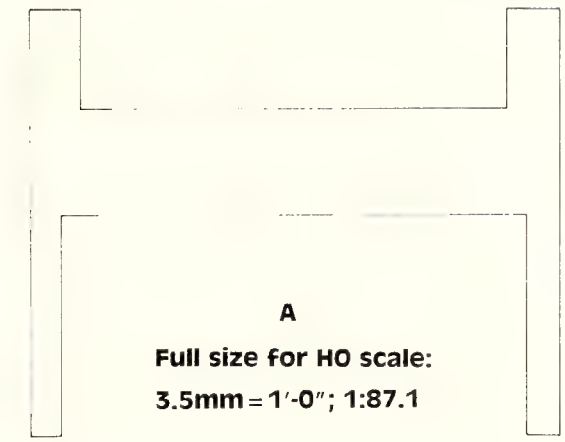
Let's take a look at what will be needed in the way of materials. For the walls and much of the cornice, I used poster board that scaled out to 4" thick. The panels under the front windows were made from a business card. Grandt Line HO scale castings were used for the doors (5139 and 5088), the side window (5030 with the muntins removed) and cornice trim (5076). Various sizes of stripwood were used for trim and interior bracing. The windows were glazed with acetate, the drain pipe was made from a piece of brass tubing and the roof was "tar papered" with strips of masking tape.

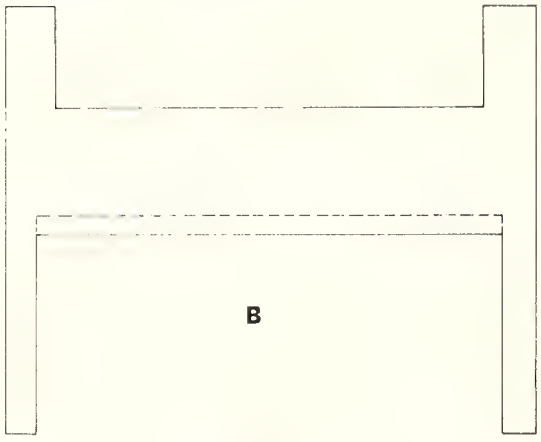
The construction sequence drawings were prepared to show the facade in its various stages of completion. They are labeled A through M.

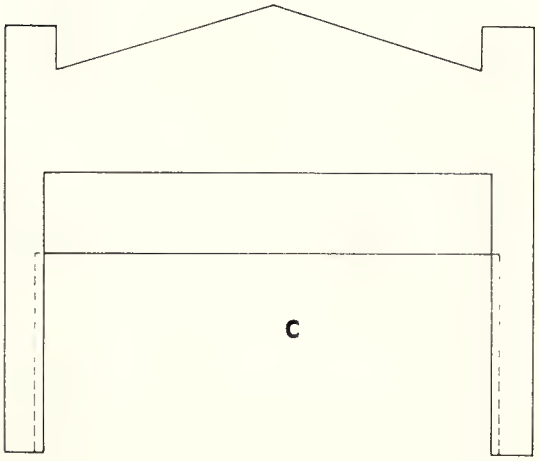
Figures A-C illustrate the three-part lamination used to construct the facade base. All three parts are cut from scale 4" thick paper stock. Glue the three together and let the asembly dry under a stack of books to avoid warping.

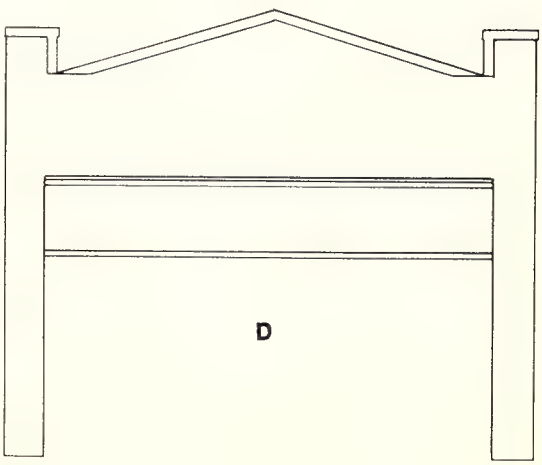
When the facade base has dried, add the stripwood trim as per Figure D. Be sure to go over the stripwood with a bit of steel wool prior to attaching it to the base. The idea is to make it look as if it is cast on to the facade base.

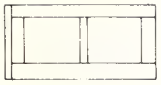
Figures E-H and I-L show the window panels to the left of the front door.

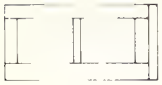


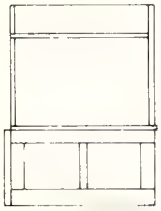


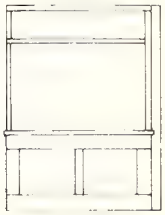


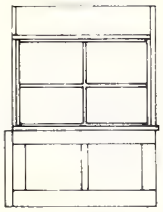


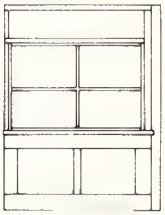












Full size for HO scale
Drawn by Joel Earnest

The panels to the right of the door are mirror images of those to the left. Build up all four panels, using cardstock and stripwood, but stop *before* adding the window glazing and framing. We'll be doing a little painting before finishing up the window panels.

Spray paint the facade base and all four window panels. In a contrasting color, paint enough scale 1″ × 2″ stripwood to frame the windows. Planning ahead a bit, paint the side window castings, both door castings and the door framing stock in the same color.

Construction can now continue on the front window panels. The window muntins can be made of string, wire, plastic or stripwood in the larger scales, drawn on with a drafting pen or left off completely. If you choose the drafting pen method, use thinned paint instead of ink, in the same color as used on the window framing stock.

Figure M shows the facade base with the completed window panels in place.

Attach the front door and associated trim, the construct the cornice and glue it to the facade base. Build up the side and rear walls and glue them together. Use plenty of interior bracing.

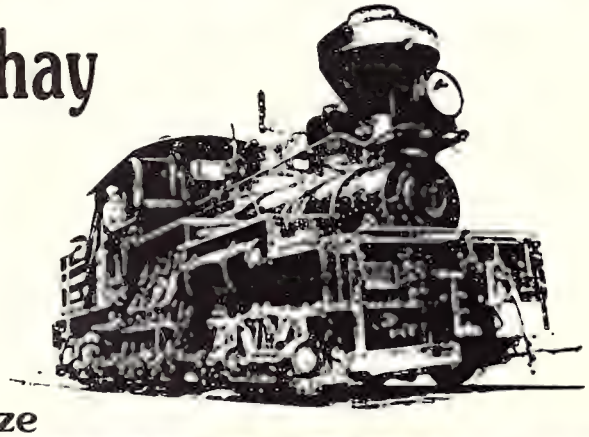
Give the side and rear wall assembly two coats of paint and the facade its second coat. Be sure to mask off the window panels (I didn't really have to tell you that now, did I?). Holding your air brush or spraycan a little further away from the model than usual will result in a textured finish much like the stucco used on the prototype. The inner surfaces of the walls should be painted at the same time as the outer ones to avoid warping.

Cut the roof panel to fit, "tar paper" it and attach it to the side and rear wall assembly. The facade can now be glued to the rest of the building.

Add the drain pipe, side window, rear door and appropriate roof details to complete the structure. In the way of detailing, a billboard would do a lot to dress up at least one of the side walls, and a showcase would also be something to consider if the structure will occupy a foreground location. And, just in case . . . ground foam "ivy" will do wonders in covering minor flaws and at the same time, liven up the building.

RMC/Roundhouse Products Build a Shay Contest

When we announced the RMC/ Roundhouse Products Build a Shay Contest we were looking forward to receiving some creative entries. We weren't disapointed! We received photos of dozens and dozens of fine models. All three prize groups, student, kitbash and pro, were well represented and it wasn't easy selecting the winners. We based our judging on the quality of workmanship and imaginative use of the kit. A $100, $75, and $50 U.S. Savings Bond was awarded to the first, second and third place winners in each category, while the grand prize winner received the original Shay water color painting done by California rail artist Kent Perry for our 1985 calander (see the January, 1985, issue).

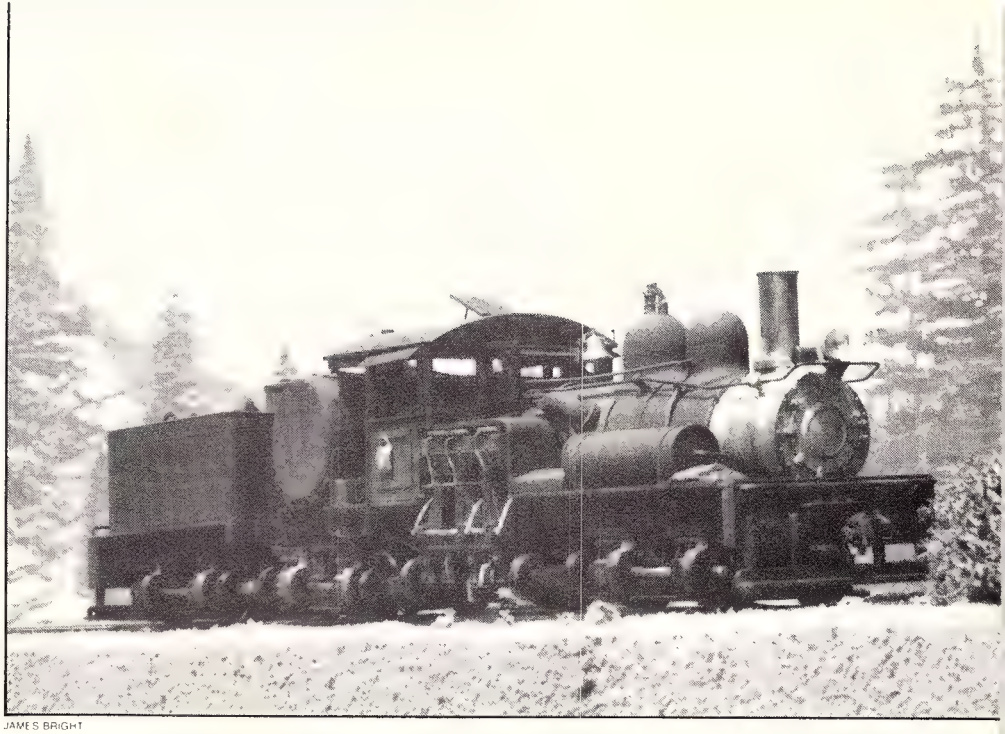


Grand Prize

SCOTT ELSER

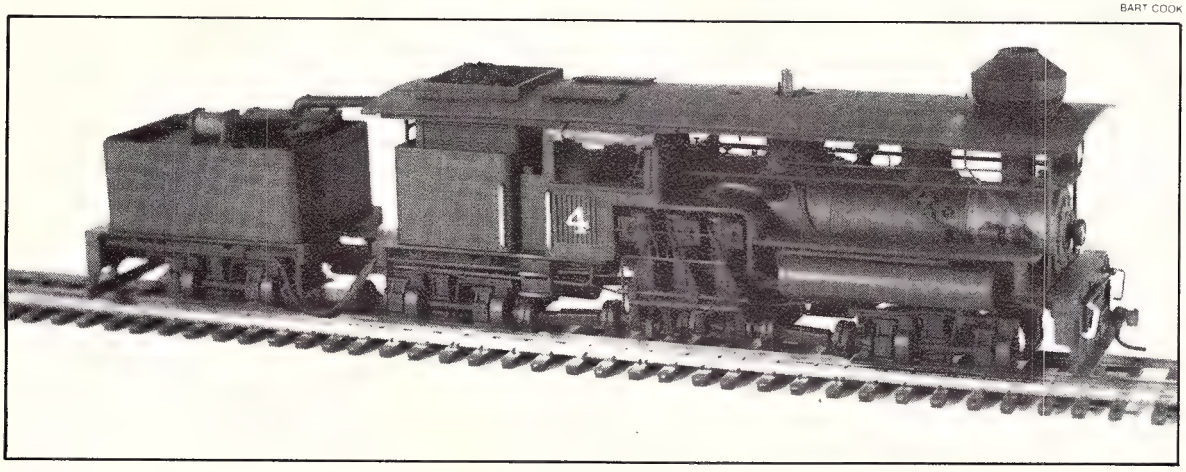
First-time locomotive kit builder Scott Elser, of Portland, Oregon, is our grand prize winner. Scott, a 22 year-old graphic design student at Portland State University, coverted the locomotive to Sn3 for his budding Bridaveil Logging Company, which is a fictional line set in the Pacific Northwest. The model represents a Class A, two cylinder Shay of about 20 tons. Besides the MDC Shay kit a V&T Shops S-16 kit was used. The trucks were regauged and the front bolster was moved back 1/2" and then the frame was shortened by the same amount. A Tan-Can motor was installed and connected with a univeral shaft. Among the V&T parts added were the boiler, sand dome, stack, cylinders, end beams and complete backhead. Other details by Precision Scale, Tomalco, and Kemtron in HO, S and O scales were also used. The cab was scratchbuilt using Kappler wood and the roof is covered with tissue. The MDC water tank was used with scratchbuilt wood racks and sand boxes. The siphon hose is a piece of solder bent to shape.The model was finished with Floquil paints and dry transfer lettering.

James Bright, of Fort Worth, Texas, won first prize in the pro category for his model of Stimson Timber Co. No.2. Jim moved the steam dome forward, extended the rear of the boiler and filled in the holes with putty. New holes were drilled for the bell, handrail and sand dome lever. A styrene cab was built and glazed with slide cover glass, and a curtain made from tissue and wire was added in the cab. The oil drum was scratchbuilt from brass tubing and .005" shim for the wrapper, which has rivets hand embossed on it. Notches were cut in the frame under where the tank would mount and the air tank and tool box mounting lugs were sanded off. The kit's tool box casting was cut down and another added in the cab. Brass wire was used for the mechinism and plumbing and the unusual headlight was made from a turned brass bell and an M.V. Products headlight lens. A ladder and extended filler were added to the tender.



JAMES BRIGHT

BART COOK

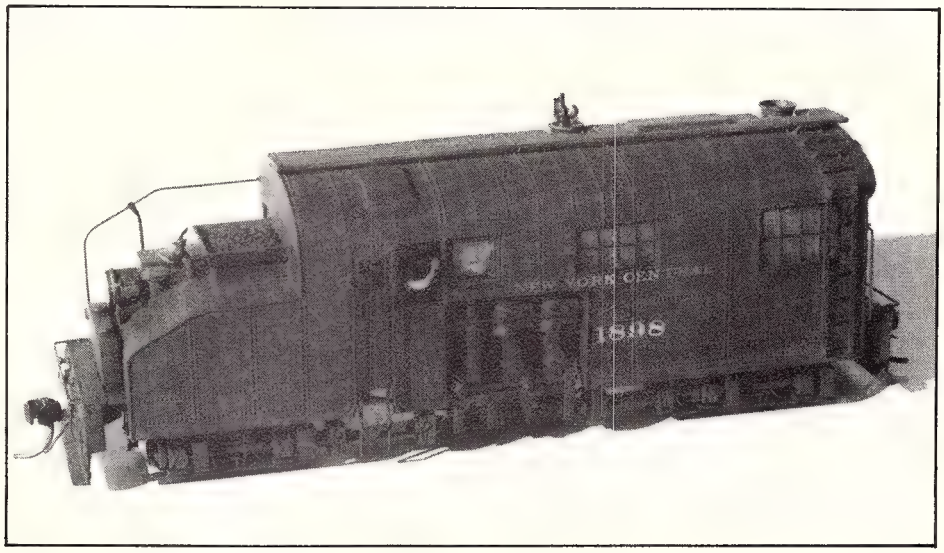


Pro

The Shays of Eastman-Gardiner's Mississippi lumber line, the Laurel & Northwestern Railway were the inspiration for Simi Valley, California, resident Bart Cook's entry. The model earned him the second prize in the pro category. Among the details added were brass turnings to simulate hose couplings between the engine and water bunker, Lima builders plates, curtains made from .001" copper shim stock and Micro Scale decals. The most prominent feature of the Laurel & Northwestern Shays was the distinctive roofline, which is captured on the model, but Bart does admit to two deviations from the prototype. His engine is HOn3 and he extended the coal bunker through the roof.

Certainly some of the most distinctive Shays ever built were those for the New York Central for use in their West Side yard in Manhattan. Charlotte, North Carolina, resident Jim Tesse's model of what he calls the "world's ugliest steam locomotive" was kitbashed from the MDC Shay kit, an Athearn rotary and a number of detail parts from a host of different manufactures. The result of a lot of screwing, gluing, cutting, sanding and filing (and probably a little cussing), Jim's engine won him third place in the pro category.

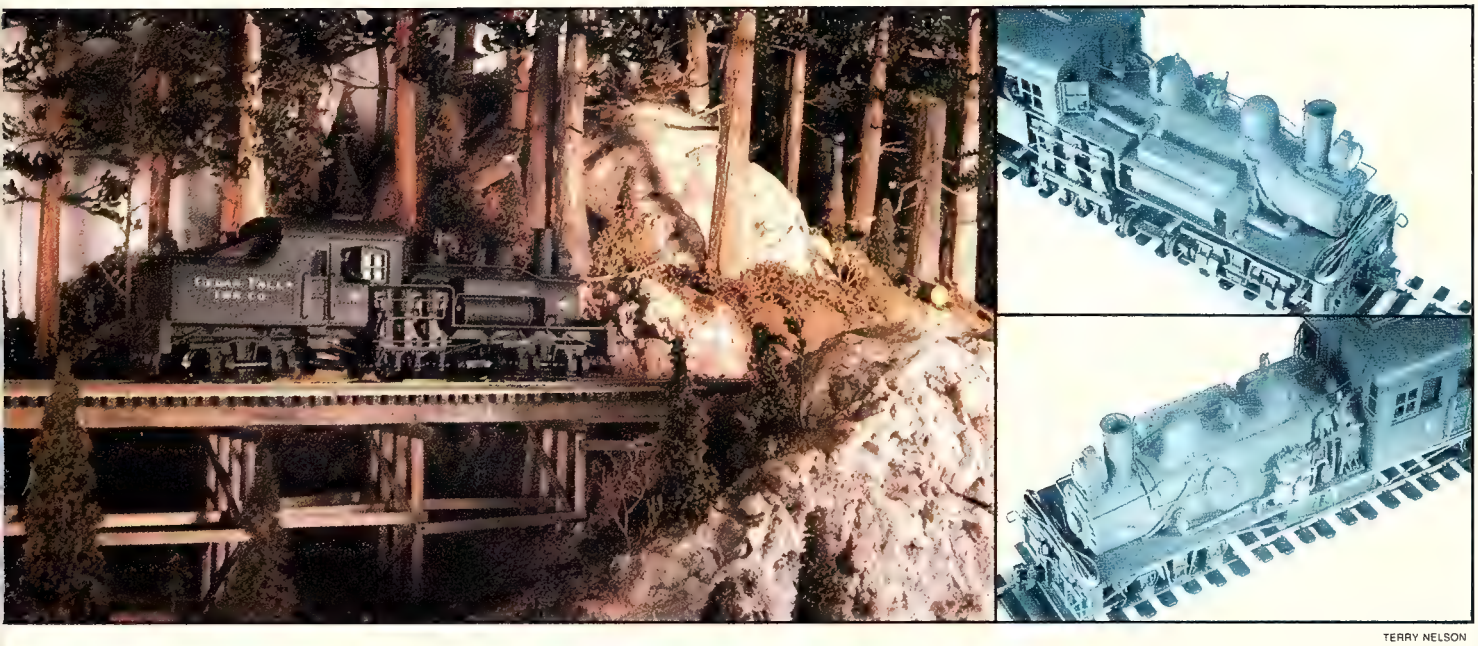
JAMES TEESE



Shay Contest

Spotting the last few cars of the day is West Virgina's White River Lumber Company's No. 5, the first place winner in the kitbash category. Built by Barry Cole, of Indianapolis, Indiana, the loco has new wood on the pilots, new cooling coils, tool boxes, compressor fittings and lines. Cab modifications include sunvisors and a roll down canvas cab door. Diamond tread saftey plate was installed on the running boards and a new whistle, bell, bevel gear covers and syphon hoses were added as well.

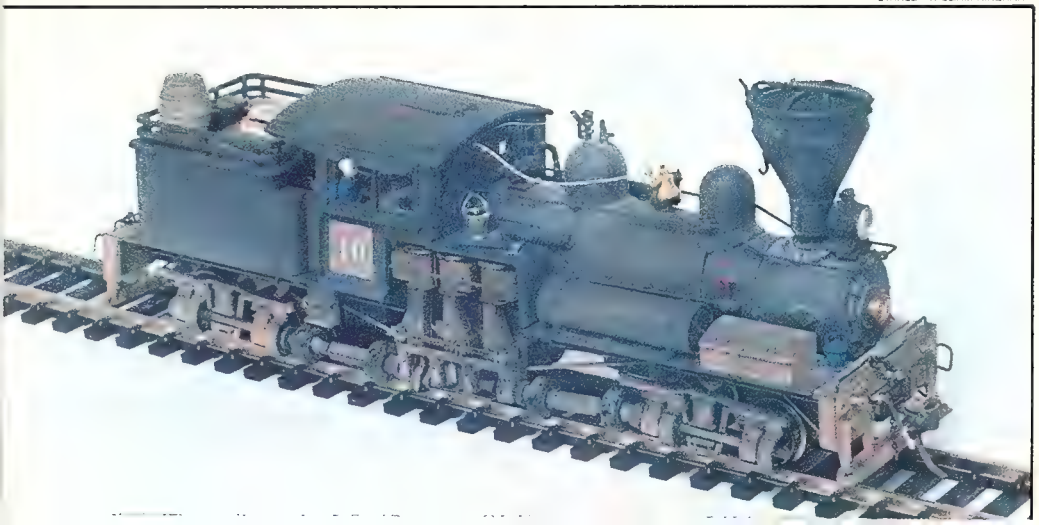
BOB PARSONS



TERRY NELSON

Terry Nelson, of Seattle, Washington, took second place in the kitbashing competition. His model combines an AHM Heisler cab and bunker with the MDC two-truck Shay. The oil tank on the rear deck is cut down from an MDC slope-back tender. A complete Cary detail castings kit was used and Kemtron air tanks and diamond tread were also added. PFM coupler pockets were installed and side windows were made out of 35 m.m. film, while Clover House glass was used in the Grandt Line windows in the front. The lettering was done with Woodland Scenics dry transfers and the cable on the front pilot is upholsterer's thread.

STANLEY WILLIAM RINEHART



The fact that modeler Stanley Rinehart found it extremely difficult to obtain model railroad parts and kits in his hometown of San Paulo, Brazil, didn't stop him from building a fine model and winning third prize in the kitbashing category. Added details for the locomotive were ordered through the William K. Walthers catalog. Since the locomotive is a wood burner it sports a spark arrestor.

Kitbash

BILL MISCHLER

A three-truck Shay built by Chris Mc Chesney, of Schenectady, New York, took first place in the student category. Among the changes he made to the model were moving the middle truck forward and shortening the drive shafts, as well as the addition of a number of brass detail parts from Precision Scale Company and Cal-Scale.

ROBERT DAVIS

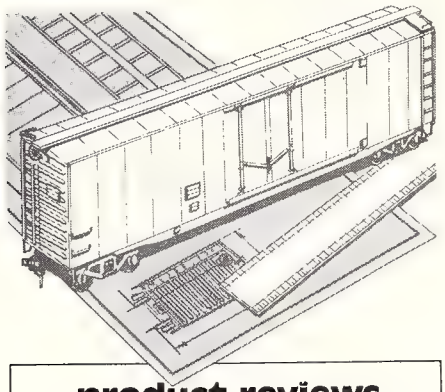
Robert Davis, of Oakhurst, New Jersey, was our second place winner in the student category. He took the MDC two-truck Shay and added Cal-Scale headlights, a bell, tool box and air pumps. Using Evergreen sheet styrene he built new cab walls and added a coal bunker to hide the motor. The locomotive is finished with Floquil and Polly-S paints.

Student

Third place in the student category was taken by the youngest entrant in the contest. Ian Lewis, of Clovis, California, won the honor with his first locomotive kit. He added extra piping detail, a brass headlight, scratchbuilt pop valves, handrails at the cab and pilots, and microscope cover slide glass to the windows. His dad helped him to get the mechanism running smoothly and the decals on straight.

CHUCK HARMON

Test Track...



product reviews

Covered hopper kits: N scale

Mfd. by V-Line Locomotives, Inc., 1811 S. Clinton Ave., Berwyn, IL 60402.

Designed to carry all manner of granular bulk commodities and built in seemingly every shape and size, covered hoppers are among the most interesting of freight cars. Seen in large numbers in every section of the country, each distinguishes itself by the nature of its service and by the style of its weathering as an individual within any train. Although many different styles of covered hoppers and center flows have been produced in N scale over the years, conspicuous by their absence have been models of the standard twin-bay designs that ruled the rails for a generation.

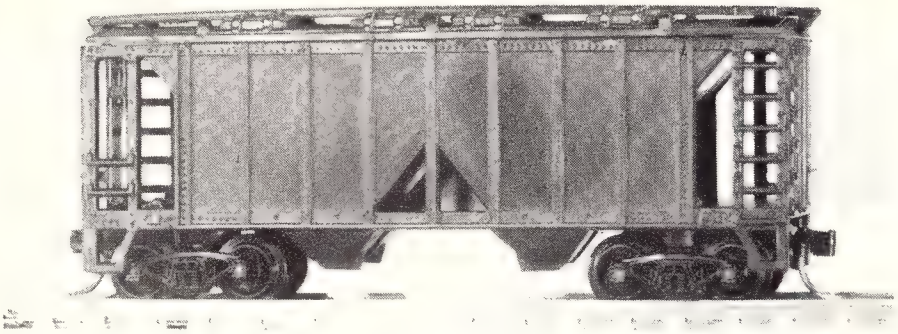
One of the models most desired by the respondents to the informal reader's poll conducted in these pages several years ago, twin-bay covered hoppers are now available in kit form from V-Line Locomotives, Inc., the company that produced the RF16 "sharknose" diesel shells a while back.

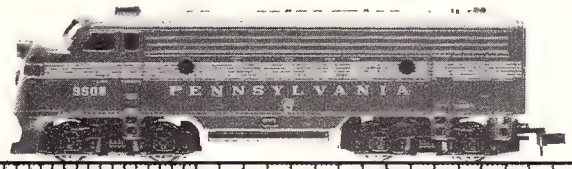
Like the Sharks, the V-Line covered hoppers are a fine representation of their prototype. As far as I can determine, the model they have produced is of a 70-ton ACF design that measures out to a length of 35 feet. One of the most common variations built during the 1940s and 50s, these outside ribbed cars are easily identified by the visible separation of their two payload bins. Comparison of the square-hatched V-Line version of this car with published drawings show that in every major respect the model accurately reproduces the dimensions of the original.

Disregarding the widespread misconception that N scale railroaders are unwilling to assemble their models, V-Line has taken the unorthodox but welcome step of producing their covered hopper as a kit. Packaged in a clear zip-lock poly-bag stapled to a card on which the assembly instructions are printed, this kit falls in a niche somewhere between the "shake-the-box" and the "craftsman" categories. Combining the satisfaction of model building with the efficiency of simple construction, this orientation places these kits within the capabilities of almost everyone. Even the latest arrivals to the pleasures of our hobby should find no difficulty in bringing these models to a satisfactory completion.

Although the roof, underframe, roofwalk and brakewheel are all attached to a single network of sprues, the individual castings and major component of these kits is a one-piece body shell. Each of these castings is wonderfully detailed with such surface features as rivet heads, grab irons and hatch mechanisms rendered in distinct but gentle relief. The end ladders and foot stirrups, although cast integrally with the body shell are thinly cross-sectioned, thus preserving in the model the subtle proportions of the prototype.

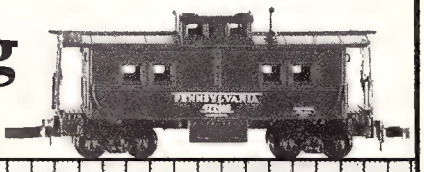
Manufactured out of injection molded black styrene, these castings are of excellent quality. Well formed pieces and a proper fit are the payoff from good tool and die work. Both these

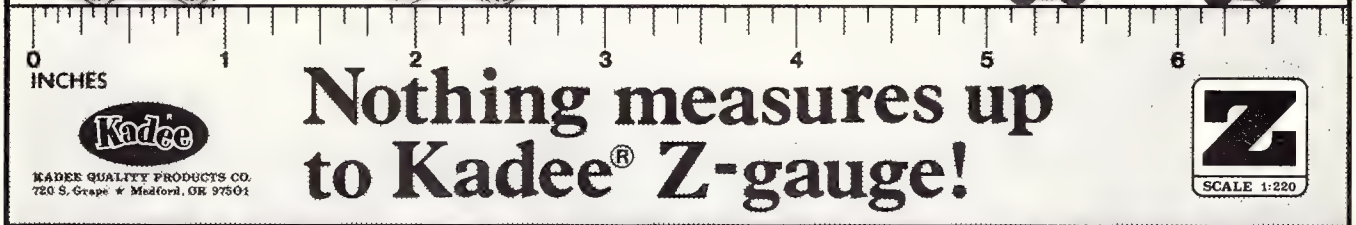




From beginning to end...

F-7 Locomotive and Caboose are shown actual size.





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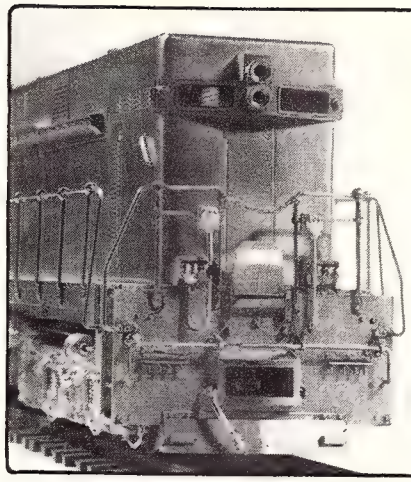
attributes are well in evidence in these castings, resulting in ease of construction and a very nice model upon completion. Only the barest minimum of flash manifests itself along the edges of some of my samples.

Several shells had incurred a bit of damage along the top rim where the sides meet the roof. This probably occurred when they were detached from their casting sprues. Such minor imperfections, when they appear, are disguised by the roof casting after the model is completed , but may be easily cleaned up with a sharp modeling knife.

Assembly, as described in the concise, lucid instructions, proceeds effortlessly from one step to the next. At present only available in undecorated form, this model also requires painting and lettering. The instructions recommend that the body be painted before assembly. The more intricate the scheme, the more this seems like good advice. In this manner, lettering may be applied while the model rests comfortably on a flat surface. Since the kit goes together so easily, there is little chance of marring a paint job by following this sequence.

Included with the kit are four small weights formed to fit inside the unloading spouts at the bottom of the car. To many, this will seem like too little for sure tracking but, as the instructions correctly point out, these soft-metal castings are sufficient to bring the model up to the correct weight (as prescribed by NMRA recommendations) for its length. The completed model with the stock weights tips the scales at just under 1/2 ounce. If your own standards require extra tonnage, more may be added inside the hopper itself.



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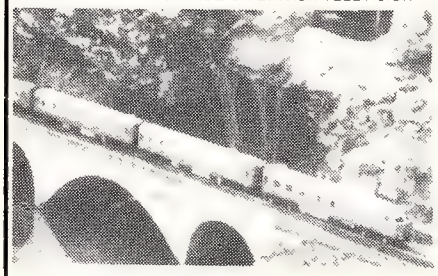

Among many fine layouts featured on this award-winning video is the Daventry Garden Railway, where 1,000 feet of Peco track and turnouts have survived over 12 years' of outdoor use in Britain's damp climate. Free booklet explaining how, with all orders postmarked before Nov. 30, 1985.

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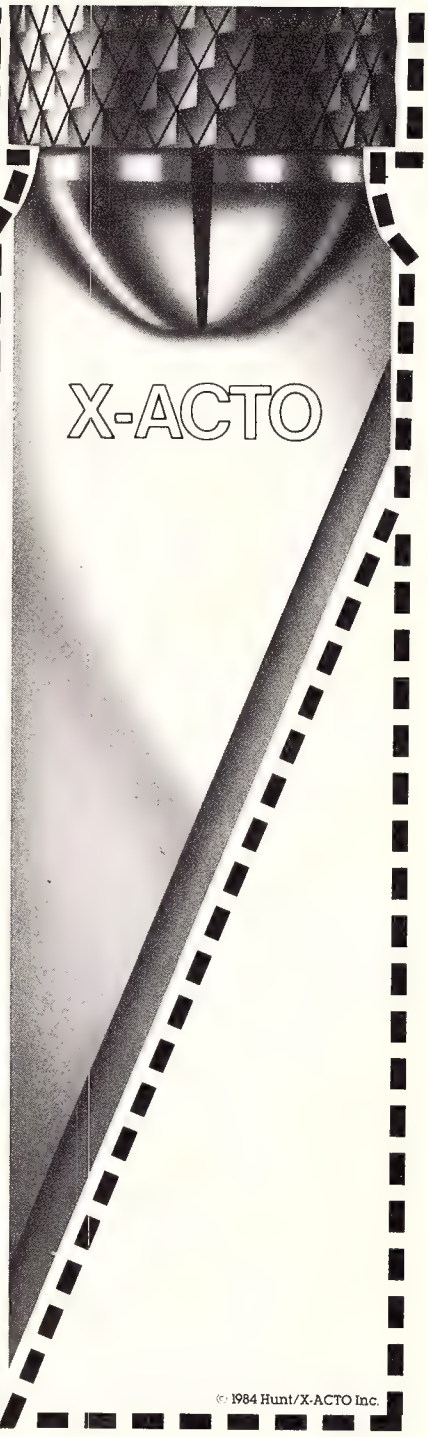

© 1984 Hunt/X-ACTO Inc.

The V-Line covered hoppers come without trucks or couplers. I set my samples on Kadee No. 1000 (Bettendorfs with normal length talgo mounted couplers) but Atlas trucks with Rapido style couplers will also work well. For the more adventurous, or those who can afford the luxury of broad curves, you may wish to body mount Kadees directly on to the underframe casting. In this case, a slight shim may be required. Also, the No. 1021 short draft gear design is probably the better choice since the type No. 1023-25 seem more likely to foul the wheels on the sharper bends.

The V-Line covered hopper kits retail for $4.95. At such a reasonable price it will not be long before strings of these cars are as common in N scale as they were in real life. *De-rigueur* for any steam/diesel transition era layout, the high incidence of these cars on the rails to this day ensures that these kits will also find a home on many a contemporary model railroad.—CARLOS MARTINEZ

Heavyweight, six-axle combine car: HO scale

Mfd. by Eastern Car Works, Inc., P.O. Box 804, Richboro, PA 18954.

Eastern Car Works' heavyweight PRR combine kit produces a fine model that should find wide appeal. Be aware, however, that the car is not in the category of a snap-together kit and that some special attention will be necessary during various stages of construction. You may not wish to use some of my methods, but I hope that by pointing out a few potential problems you will have a more pleasant time building the car and be happier with the final results.

As always, the best place to begin is with reading the plans and instruction sheets. I also found that a copy of *Heavyweight Passenger Cars of the Pennsylvania Railroad* published by N.J. International, Inc. was very helpful. This is especially true for the location of underbody parts. No doubt other sources could provide the same information.

The above-mentioned book also has a plan of this car, which was used to check the dimensions of the kit. According to those plans, the car is about one foot too long; other dimensions are within three inches of accuracy.

Eastern Car Works also markets a PRR P-70 coach which is a virtual mate to this car. Many of the parts are interchangeable and construction follows

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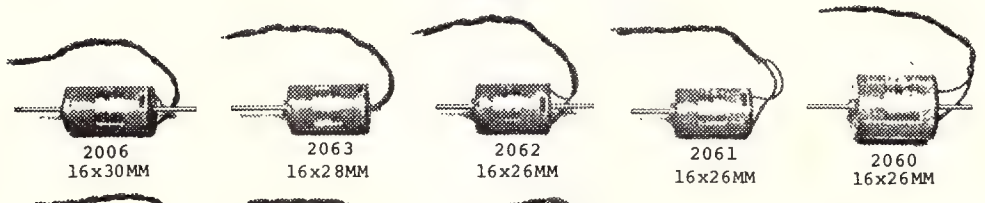
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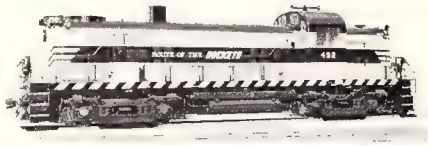
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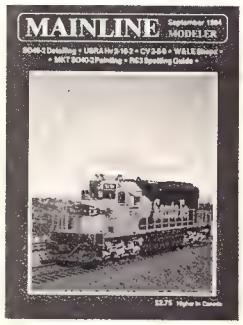

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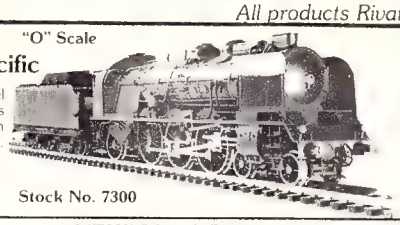

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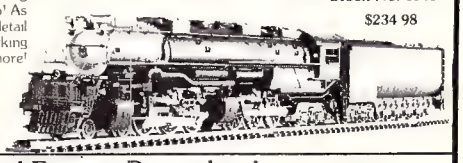

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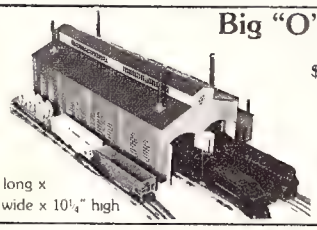

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Burlington Northern (Green White)
Chicago & Northwestern (Yellow Green)
Denver & Rio Grande (Yellow Black)

1920 Roadnames
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Baltimore & Ohio (Dr Green)
Canadian National* (Black Green)
CNJ "Blue Comet" (Blue Cream)
Chesapeake & Ohio (Red Maroon)
Chicago & Alton (Red Maroon)
Lackawanna (Pullman Green)
Lehigh Valley (Pullman Green)
Lehigh Valley* (Tuscan)
Milwaukee Road (Orange Brown)
New Haven (Black Orange)
New York Central (Dk. Green)
Pennsylvania (Tuscan)
PRR Work Train (Yellow) (Pull., Diner, Dup. Sleep only)
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Southern (2 tone Green)
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Wabash (Blue Silver)

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Great Northern (Brown Orange/Gold)
Gulf, Mobile & Ohio (Red Maroon)
Illinois Central (Brown/Orange)
Kansas City So. (Black Yellow/Red)
Lackawanna (Maroon Grey)
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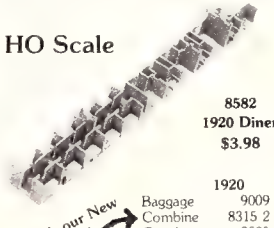

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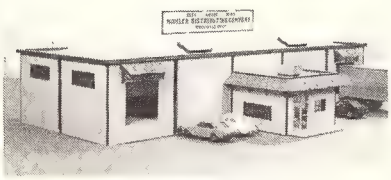

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the same procedures. When building that car, I found the roof was to be the most involved part of the kit. The same was true here. Test fitting showed that the clerestory sides need some modification to fit correctly. A thin piece of Evergreen plastic strip was bonded to the bottom of the clerestory sides before they were glued in place. This strip should meet the top edge of the lower roof section when the assembly is complete. To make sure that the proper clerestory height was maintained, I made a "gauge" from pieces of stripwood. Various thicknesses were used to get the correct dimension. I slid this along the length of the roof and dabbed small amounts of plastic cement in the seams. If you use this method, be careful that the cement does not flow around your gauge and mar the outer surface of the roof.

The basic body construction started by test fitting all parts; holding them together with rubber bands. I found that the two inner partitions needed filing to bring them down to a proper fit. I also checked the window strips for a proper fit at this time. You might find small burrs in the spaces between the windows themselves. These should be removed for a flush fit with the sides. I also preferred to cut the door windows off, trimming the excess plastic and adding these separately. The windows were not glued in place until I had put the decal numbers on the car and given it a coat of flat finish. Since the roof was modified to be removable, the windows could be placed at a later time.

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three small wood blocks were glued to its inside. Two were placed on the baggage side and the one on the passenger end was hidden between the lavatory windows. These blocks were painted black, and yellow wood glue was applied to the one surface. The matching surface of the roof was painted over with some plastic cement and the two surfaces were mated. Hole placement in the floor was carefully figured and the holes were countersunk to accept flathead wood screws. Be careful not to over tighten the roof, and eyeball the roofline as you work to watch for sags.

When I was satisfied that the roof fit well, I took it off again and sprayed the exterior a weathered black. All the windows were then secured in place. Walthers lavatory prism windows were placed in the rest rooms and cardstock window shades were added to the coach section. The kit provides you with a large number of underbody parts. After careful examination of some photos, I added only a few of these things. I'm not satisfied that the underbody is correct, but this can be modified at a later date.

The trucks must be assembled from several plastic parts. This is not difficult, but you should take time and care so that they will track properly. I substituted Kadee 36″ wheels for those that came with the kit. These trucks have an interesting outside pedestal that supports some of the car weight. I believe this would be difficult to emulate in model form. I did not put the support pad on the car sides above the truck pedestals. Later on, I realized that there was enough space to use a thinner representation of these pads and not have them actually contact the trucks. Also, the pedestals have small round holes on their outer surfaces that should be filled in and sanded smooth. Remember to put the middle wheelset in the trucks *after* they are mounted. Of course test mountings can be done without the middle wheels. I hope that the manufacturer will make the P-70 four-axle and six-axle trucks available

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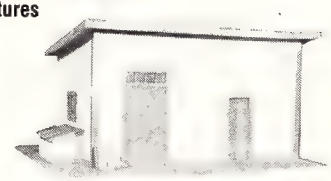

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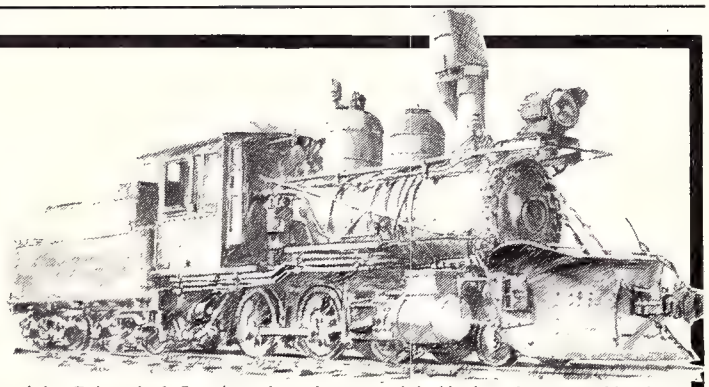

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separately.

It appeared that the trucks had to be attached via the most recessed pilot hole on the center beam. On the passenger end, this allows the truck to swing clear of the steps. On the baggage end, it does present a bit of a dilemma. Photos show that the car number on the baggage end should be centered directly above the truck and that the number is also centered in the second panel from the end of the car. When centering the truck in this location, the end of the truck does not line up with the end of the body as it shows in photos. I decided to center the truck under the number, rather than line it up with the end of the car. This allowed room to put end steps on the car and not have them interfere with truck swing.

Rigid cast plastic diaphragms were provided with the kit. These were nicely done and included the striker plate and leaf spring at the top. However, I chose to use Walthers diaphragms, since the couplers extended farther out from the car than I would have liked. This would allow too much open space between the diaphragms of coupled cars.

The model can be built to represent an air-conditioned or non air-conditioned car. You will find that the manufacturer provides you with more roof detail parts than you will use, and some of these will allow you to backdate the car to an earlier era. Those not used will make good additions to your parts box. Besides this PB-70 combine, Eastern Car Works also produces the P-70 coach, the P-70-R arch roof coach and will soon have a baggage and business car available. These fine models retail for $23.95.—R.M.

NYC Streamlined Hudson: HO scale

Mfd. by Key Imports, 99 Lyford Dr., Tiburon, CA 94920.

In 1938, the New York Central R.R. introduced its streamlined *Twentieth Century Limited.* Head-end power for the new train consisted of a series of the Central's famous Hudsons, Nos. 5445-5454, streamlined by designer Henry Dreyfuss in an Art-Deco style. The color scheme was a dark gray band on a light gray background. A pair of aluminum stripes ran horizontally through the band, which was bordered by blue stripes. Mechanical features of the streamlining, such as the smoke-lifter scoop around the stack and the design of the casing on the tender with access to the tank deck were originally developed for the *Commodore Vanderbilt* Hudson of 1934, designed by Carl Kantola of the Central's Engineering Department. Half of these Hudsons had Box-Pok drivers and standard siderods, while the other half came with Scullin disc drivers and roller-bearing rods. In 1940, the tender paint scheme was re-

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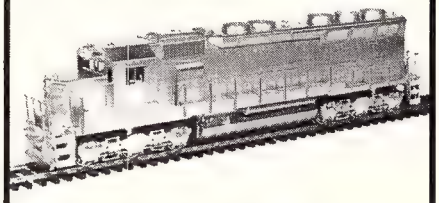
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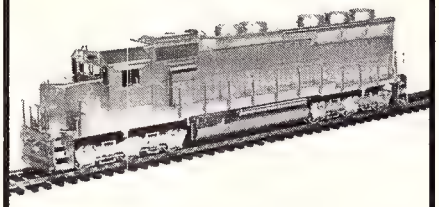
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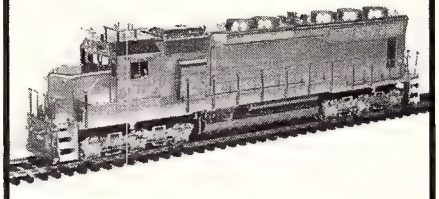
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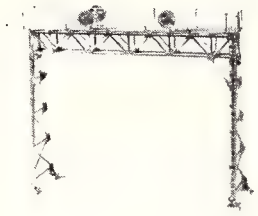
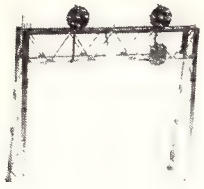

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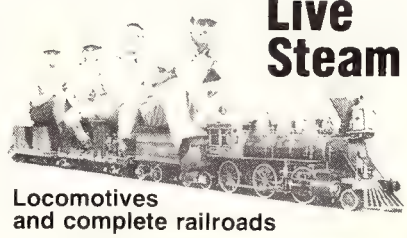
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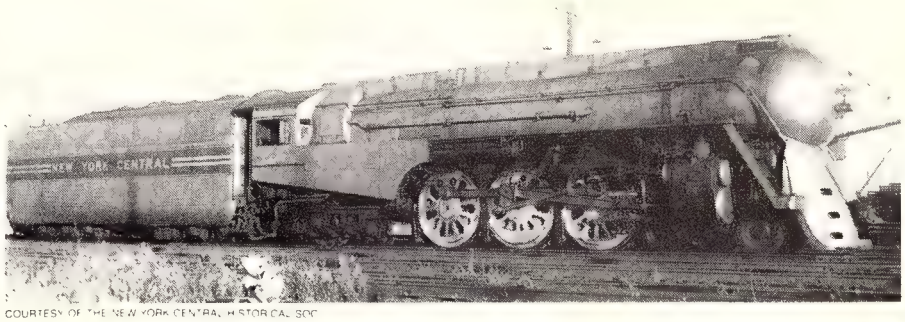

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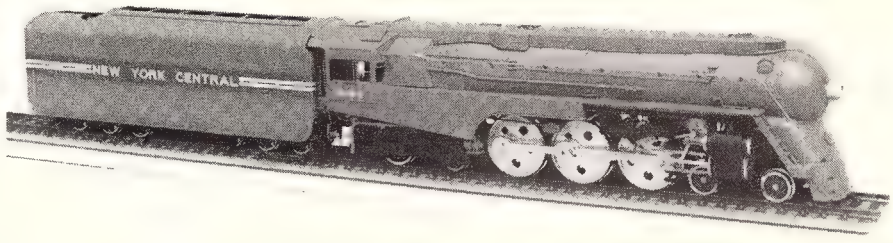
vised to change the blue stripes to aluminum and reduce the thickness of the striping in the center of the panel. By 1940, mechanics began to permanently remove sections of the skirting panels because they interfered with maintenance. Due to service demands during World War II, the appearance of the remainder of the streamlining was badly neglected. This prompted total removal of the shrouds between 1945 and 1947. A boiler explosion and rebuilding of engine 5450 resulted in its de-streamlining by 1944. Original tenders were also replaced by the larger PT models starting in 1943.

The Key Imports HO scale model represents an as-built Dreyfuss Hudson. It is available painted and unpainted, with either Scullin disc or Box-Pok drivers and an operating headlight. This latest version of the Central's 1938 *Century* Hudson is a very accurate model and, perhaps the most detailed HO Hudson the builder, Micro-Cast, has made. The quality of workmanship is also very apparent. Great care has been taken to faithfully reproduce the skyline casing, both in contour and detail. All the cutouts and openings for the smoke lifter scoop, feedwater heater condensate exhaust, pop valves, etc. are included. Louvers for the top turret panel are included, as are all of the sandbox access panels. The nose and pilot sections are nicely proportioned with all the proper curves and bends. There is even bolt detail on the nose fin!

The tender streamlining has also received the same attention to detail, as the correct number of access doors (five) are located over the auxiliary cisterns and other tank deck appliances. Even the auxiliary cisterns themselves are modeled. These are cylindrical in shape and almost invisible beneath the left and right panel doors between the main cistern and the coal bunker. There are only a few minor discrepancies. A ladder up to the end-beam below the tank, on the right, is missing, and the lower streamline casing braces to the tank should be against the extended side of the streamlined casing. Also, the main cistern cover is on backwards.

On the painted models, the two-tone



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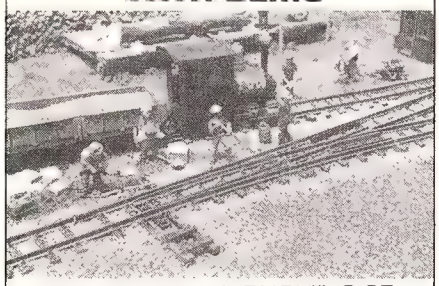

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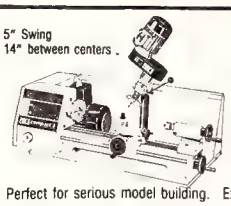

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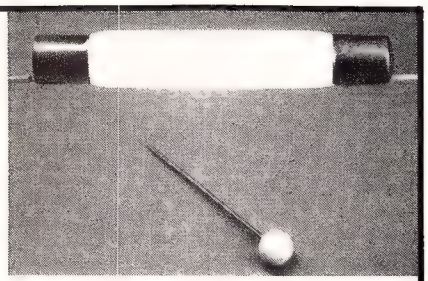

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gray paint scheme with the blue and aluminum stripes appears to be a good match with the prototype. The finish has a soft luster that is more realistic than the high gloss finish that comes on most factory-painted models. There is no numbering or lettering on the rear of the tank, though, and a red safety placard is not present on the rear of the streamlined casing. Loose coal is included to be glued to the false-bottom in the coal bunker, which unscrews from inside the tender shell.

This is the best running Hudson yet! Maximum speed at 12 volts with the headlight operating is 90 m.p.h. Key's J-ld's, in comparison, have a top speed of 70 m.p.h., while earlier Micro-Cast-built Hudsons do not go beyond 57 m.p.h. This is a significant improvement. Operation is smooth through all speed ranges, including crawl speed. The maximum train length, with brass equipment, is eight to ten cars.

In summary, Key's Hudson is the most accurate model to-date of this Central streamliner, both in appearance and performance. It will be well-liked by the serious modeler and collector alike!—JIM BENEDICT

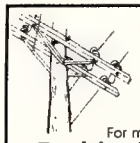
1957 Chevy: N scale

Mfd. by Alloy Forms, 851 Washington Street., Peekskill, N.Y. 10563.

Chevrolets of 1950s vintage were produced in some paint schemes that can only be characterized as gaudy. Attempting to re-create some of them in N scale will certainly prove to be an interesting challenge. But, given the paucity of N scale vehicles of this era, it is a challenge we should welcome.

This kit consists of several white metal castings that do nothing to diminish the excellent reputation for quality workmanship that Alloy Forms has quickly earned. All of the samples I examined were cleanly executed with only minute quantities of flash being present.

The body is molded in one piece, except for a separate hood that may be attached in either open or closed position.



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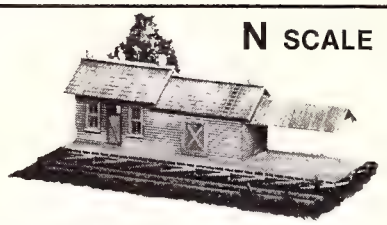

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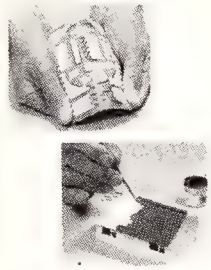

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Steering wheels are provided for the car interiors, which are part of the chassis casting that fits inside the body. Naturally, the painting of these details needs to be done before assembly. The rims and tires are also separate castings, a feature that allows for the simulation of steering effects. The '57 Chevy also includes an engine with a separate radiator fan. This engine is a masterpiece of detail in and of itself.

In HO, Alloy Forms has introduced a series of automobile kits that begin to alleviate the scarcity of vehicles appropriate to the late steam and early diesel era. Unfortunately, only the '57 Chevy is currently being produced for N scale. Hopefully, the entire line of HO vehicles will be shrunk to our scale. A superb little model like this one deserves company—CARLOS MARTINEZ

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For the love of trains Part II

by **Keith Wills**

Introduction: *The first installment, (RMC December, 1983) related the trips my father and I took into Manhatten each pre-Christmas holiday period, visiting Macy's and the different hobby shops. This month's column relates the final closing of that chapter, the closing of a door on an old layout, as well as the closing of a door on a life. With it came an understanding of the double love a father and son can share.*

The house was cold. The thermostat had been turned down enough to prevent the pipes from freezing. I stood alone, surveying the disorder, preparatory to emptying it for sale. I had spent 13 years of my life here with my parents, and this was to be my last visit. I decided to inspect each room, experience each space for the last time, to absorb my memories from this dwelling—and then depart, to lock the door and never return. The process of selling the house required no more of my time. I climbed the stairs to the second floor, and in the upper hall, opened the attic door. Switching on the light, I climbed the flight of stairs up into the dimly lit, dusty atmosphere of the attic. It smelled stale.

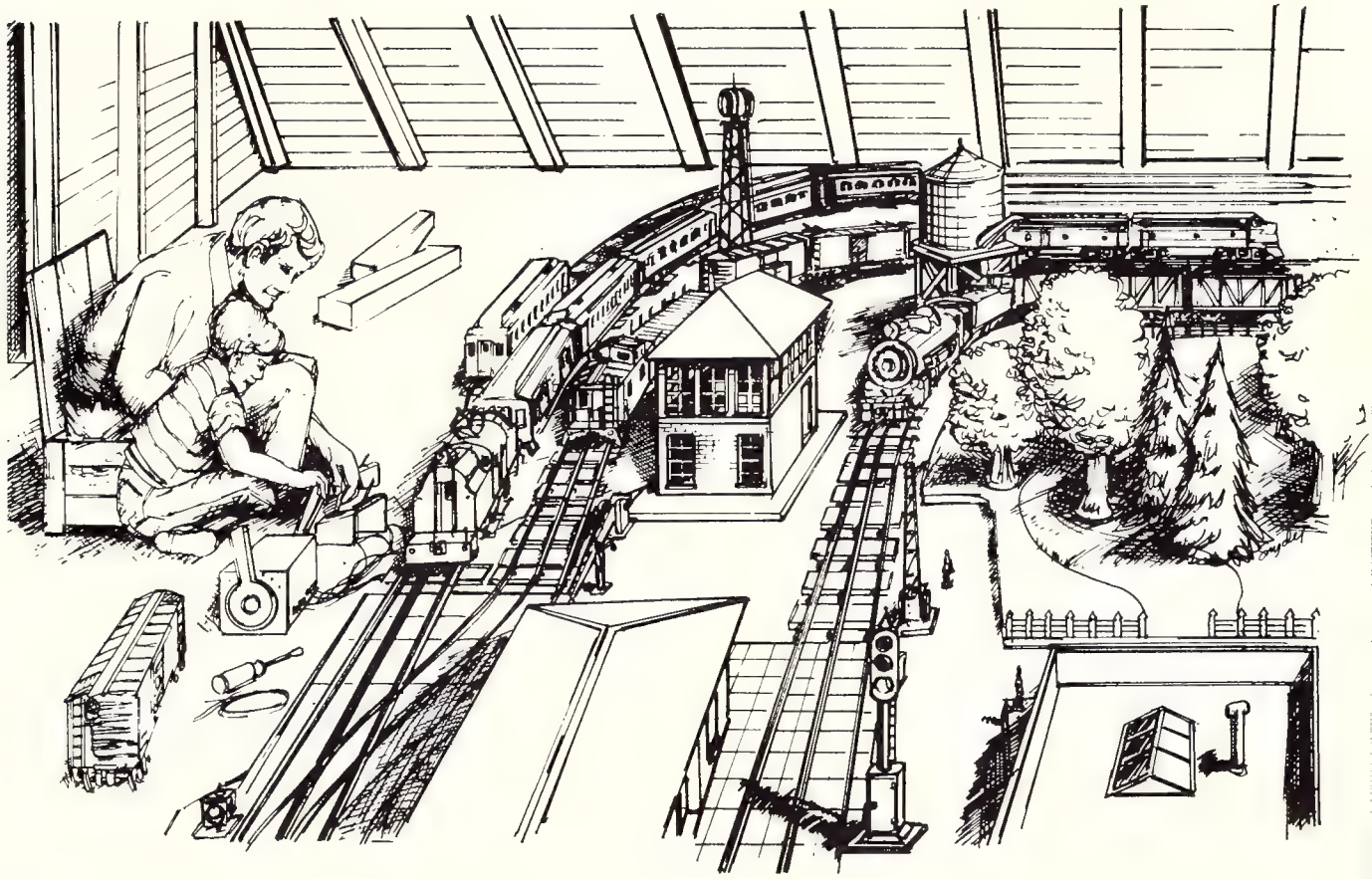
At one end on the floor, sat a train layout, a semi-scale 22′ × 10′ three-main line empire that had once hummed with all sorts of activity. Freights had rumbled over the rails, and long lines of varnish had graced the rambling passenger station, the car's lights illuminating the passengers glued in place on the platform. A small town once sat on neatly laid out streets, with street lamps, and cardboard houses lit to give special character to night runs.

Now it was a forlorn sight. The two outer main lines had ceased operation as the hollow rails had worn through their top surfaces from years of metal wheels grinding them down, and no longer could the current flow smoothly through them to run the trains. Freight cars sat isolated on sidings, or scattered around the layout. Some of the houses had discolored and collapsed after years of extreme temperature changes in the unheated, uninsulated attic. I sat once again in the special chair my father had made from an orange crate, and found it curiously comfortable. The control panel was dark, lifeless. I had already removed those items I considered of monetary or sentimental value, rather than leave them in an empty house, vulnerable as it was to break-in.

This was the decayed remnant of many dreams, many exciting fantasies, many joyful hours spent with my father, bundled up against the cold in winter in front of an electric heater, or sweltering in summer with an oscillating fan trying vainly to cool us. This was the empire my father had made possible for me. We were not a family of means, and money didn't come easily. We had help assembling our layout.

I don't imagine there isn't a model railroader who hasn't at one time bought something on impulse perhaps at a time when budgetary considerations made it imprudent to flaunt a new item. The new piece is then sneaked into the house and onto the layout, and if questions are raised, they are responded to with a retort querrying the power of observation of one's mate, for obviously the item has been around for such a long time.

My father could not justify similar expenses, but he walked boldly in with each new piece. My parents had survived the Great Depression, though scarred with their survival, and had experienced the shortages of WWII. For them, money was to be saved for the things really needed tomorrow, just in case work and money should dry up again. There were to be no unnecessary



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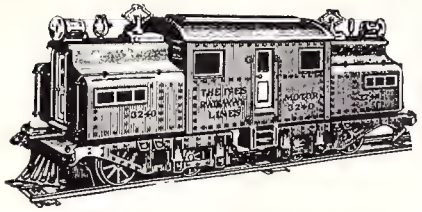

expenses. Period! How then could a man with a passion for trains, with a son who shared that passion, hope to build a layout? We had a Benefactor. We had George Klein.

George Klein, as we were told, was a widowed confederate at work who was in the process of converting from three rail tinplate to two rail scale. He had an apartment teeming with trains. his wife had died and left him much money, and he was generous to a fault. He became the source from which all bounty flowed.

My empire had started modestly enough in 1942 with a Marx *Commodore Vanderbilt* set, and an oval of track. Some track was added later to expand the limited run, and on Christmas 1947, I received my first Lionel train, a 1666 Prairie, with three freight cars, three Irvington passenger cars, track, and a pair of switches. The Marx was quickly relegated to a box and stored away. After the holiday, when the tree was taken down and the ornaments stored away for another year, a place had to be found for the new set. My father chose one end of the attic for its free space unencumbered of architectural obstruction, and proceeded to lay all the track on the floor. My mother complained he had usurped the best storage space in the house, but her complaints fell on deaf ears. I'm sure he had planned in his head just what was to come in the ensuing years.

Initially I had just a rectangle of track with the corners softened a bit by placing straight sections between the curved pieces. Then one day my father came home with some lengths of Gargraves track, "cast off" by George Klein as he converted to scale operation. They were spotless, without a touch of grime or visible sign of wear, or trace of having ever been nailed down. Good old George knew my dad had a son with trains, and if he was discarding old track for new scale rail, why not give it away to his friend rather than waste it by throwing it out? So our rectangle grew, and softened into a larger oval with five foot radii. George passed on his switches and more track, making possible a small yard and sidings. Soon all the front track was Gargraves and a

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second parallel main line started to take shape, with the sectional track relegated to the back where it was less visible to the viewer. All this shiny track helped in our expansion, and it was free! My father explained George threw out the curved stock as being too difficult to rework.

While trackage grew, my father also came home with brown paper bags of Lionel trucks with box couplers from George. Now if a man was as serious a near-scale modeler as my father cracked him up to be, and had the money he presumably had, would George have used so many box couplers when there were available scale truck frames with tinplate flanged wheels? This question never entered my mind, or my mother's, and dad never explained the inconsistency.

We devoured *Model Builder* magazines voraciously, and when in the late Forties they began to run a series of car building articles by Robert Sherman, my father decided to try his hand at it. The Dry Ice car was his maiden effort, a creditable model, with his sure draftsman's hand carefully lettering the carsides as decals were not available. The Rack car followed, and then the stock car. I still have the latter two, and they will run again with scale trucks and Kadee couplers, but then they ran on the old trucks. As more arrived, my father got bolder and more confident and instead of making one-of-a-kind cars, cut two and three at a time, expanding the rolling stock rapidly. Our only cost was Bristol and illustration board, plus any detail parts needed, and paint. George Klein was making this all possible! While I balked initially at the stamped metal trucks with their embossed knuckles on the box housings, I gradually accepted them, admitting when they ran, it was impossible to discern between the diecast frames and the stamped frames, except they did not sound as solid as the diecast.

JC passenger car kits would come at birthdays or other festive occasions, and a long straing of varnish grew, pulled by a GG1. Oh yes, George had "passed on" some of his locomotives, rather than try to convert them to two rail. Another 1666 arrived, another GG1, and a Steam Turbine. Such largesse from a man I had never met! As I look back, my credulity is strined to comprehend such gifts, but as a child I greeted each "gift" with unrestrained enthusiasm. I was so lucky! We certainly had no budget for trains, and I didn't dare ask for anything when so much was coming my way. To do so would have proven me a greedy, ungrateful child. How could George Klein have known to give me the very locos I desired? My Benefactor had given me many hours of happiness with his cast off track, switches, locomotives and trucks, which made my father a worthy rival of A.C.F. in car building. A small empire was created out of another man's desire to go scale, and his abundant generosity.

Then, when I was sadly going through my father's effects, preparing the house for sale, wrapping up the loose ends of his modest estate, I came across the detailed records he had kept of the Middletown & Unionville, as the layout was called, with a complete roster of cars, locomotives, and track footage. He was a very organized person. I was surprised at the phenomenal growth over such a short period of two or three years time, thanks to George.

Recently, as I have been planning my own scale layout, I have reread the old *Model Builders* for the Frank Ellison articles with an eye to building several of his structures, and of course the Dry Ice car in styrene. The ads fascinated me with their pre-inflationary prices. Madison Hardware was selling box coupler trucks for .35 each, and Gargraves sections for .85 each. Like a bolt out of the blue, I realized an investment of $5.10 bought six sections of Gargraves track, and $2.80 bought four pair of trucks, and that with the old sales tax of 3%, they were hardly princely sums. Those costs would not have depleted a weekly budget that much. And in the late Forties, it was possible to buy recently used locomotives reasonably.

Had my father secreted money to buy the locos? Had he gone without lunches so the Middletown & Unionville could expand? Was George Klein real? I think perhaps he was, but I also think he was the handle, the gimmick my father used to be able to walk boldly with all sorts of things and not have to make excuses or face embarrassing questions from the exchecquer requiring equally embarrassing answers. George was the passport that allowed my father entry to circumvent my mother's tight rein on the pursestrings. I do know that in this period of my life, I was closest to my father, and I realize how passionate my father was in his love of trains, and how much he loved me to create an elaborate fiction to satisfy both his loves.

The Middletown & Unionville is no more. It was dismantled for me by a close friend of my father's who took the remaining cars and any salvageable equipment and track. It exists in some photos taken with a Brownie, and in my memory, as idealized as I dreamt it.

October 1944, 41 years ago this month. We learn French toy train makers were exporting their wares to the U.S. as early as 1870. An example shown was a trackless pull toy named *Lyon* with R.R. marked on the tender. Passenger coaches were marked first and second class as was the custom there.

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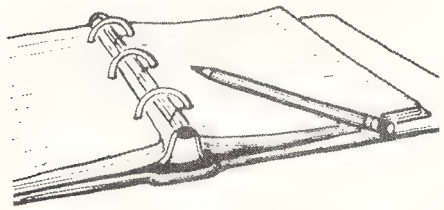
commentary/WILLIAM C. SCHAUMBURG



Copper country modeling

Paul Meier's series on the Copper Country generated a lot of mail and interest in copper mining and in the Keweenaw Peninsula. It's a part of the country that is largely "undiscovered" by anyone, except for those of us who are Midwesterners, it seems. The isolation of the Upper Peninsula guaranteed that few casual travelers passed through years ago, and in recent years the area's rails have been too quiet to attract large numbers of modeler/railfans from far-away places. You have to "want to go there" to make the trip.

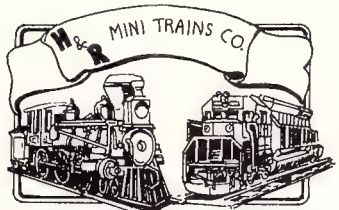
The fact that the copper industry peaked so long ago doesn't help, either, at least when it comes to attracting potential modelers. Colorado became better known and better photographed. It was more accessible, even though the glory days of gold mining were also a long, long time ago. Colorado, of course, has the mountains. The U.P. has Brockway Mountain Drive, which is pretty, but not the Million Dollar Highway below Ouray. You need something special to attract large numbers of people, and the fact that the Rio Grande ran narrow gauge steam into "modern times" put it on the model railroading map. The U.P. had no such luck.

This is not to say that nobody models the Copper Country. Nothing could be farther from the truth, and the area has its staunch modeling adherents who are just as enthusiastic about it as other modelers are about their favorite haunts. Paul Meier, the author of the series, has converted some of his research into HOn3 modeling (He also does some On3 modeling and admits to obtaining an Sn3 loco in a recent "diversion.") Like anyone who is following a lesser-known prototype, Paul has had to adapt existing engines for his layout. An old Far Eastern Distributors Mogul chassis provided the start for a model of Quincy & Torch Lake No. 3, a sister to the drawings of the engine in last month's RMC. When you take on a prototype for which no imports exist, you go back to the basics of model railroading—you build what you need. Paul scratchbuilt the boiler, then used various Cal-Scale, Cary and Kemtron detail parts to come up with a very nice Q&TL No. 3.

Another approach for building up a steam roster when no commercial models exist is to decide that one's road purchased used locomotives. This works particularly well for narrow gauge, since the D&RG ran, for a time, the country's biggest used locomotive lot. They must have had good salesmen, since they sold their worn out 2-8-0s all over the place. Vintage Mineral Range power is represented by an ex-RGS (itself ex-D&RG) Consolidation on Paul's HOn3 layout; the same reasoning has been used since the beginning of the hobby to explain the appearance of Santa Fe Consolidations or Pennsy switchers on a layout. When you think about this, diesels really are easier to live with. They are "more universal" in their modeling applications. Fortunately the distinctive Quincy rock cars are not too difficult to scratchbuild,

MODELING AND PHOTO: PAUL MEIER

SHERMAN HOUSE MODEL BY AL HENNING; WAYNE WESOLOWSKI PHOTO



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Though the railroad equipment is manageable through typical modeling means, the structures of the copper mines and mills require something a little more extraordinary, at least in the amount of space needed (even in HO) and the amount of materials used (especially in O). Perhaps the master of the giant Copper Country structure is Al Henning, who specializes in 1/4" scale models of C&H buildings, which were big! He has models of several types of shafthouses and combined shaft-rockhouses, made primarily from drawings he developed from photos, old company records and on-site inspections done some years ago. It is hard to imagine the size of some of his models—he does not like to compress them so a couple are three or more feet long. He is currently working on the block-long Superior enginehouse, carving each stone by hand on a plaster-coated wood base. Each wall is done separately, the carving being completed before assembly. Al also has built a 50" gauge railroad in and around the mine models, and everything but the motors, if I recall cor-

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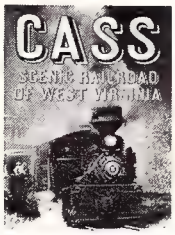

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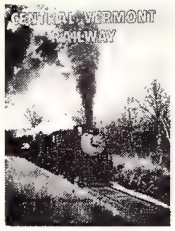

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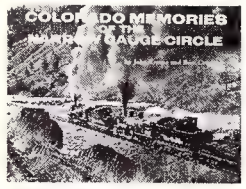

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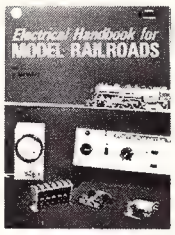

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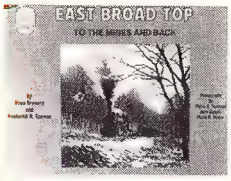

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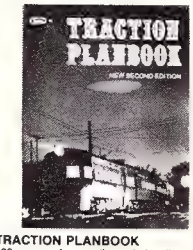

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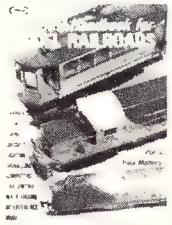

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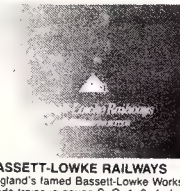

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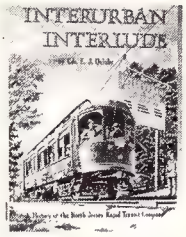

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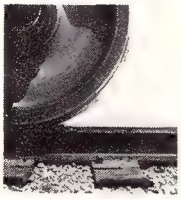

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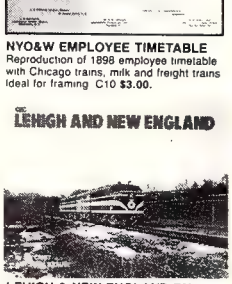

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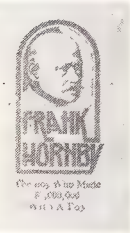

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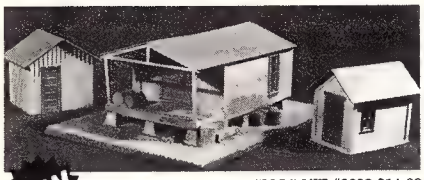

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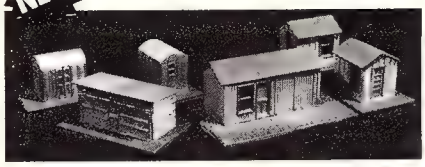

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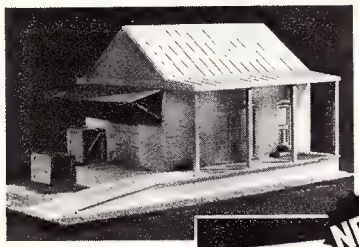

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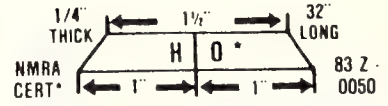

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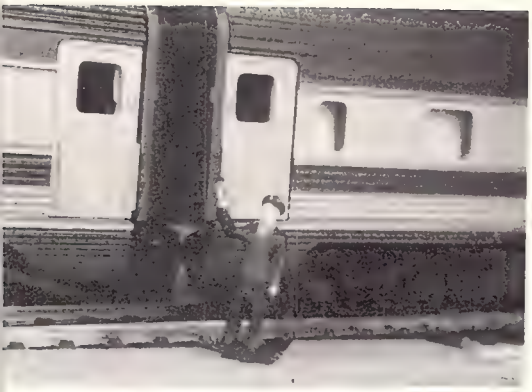

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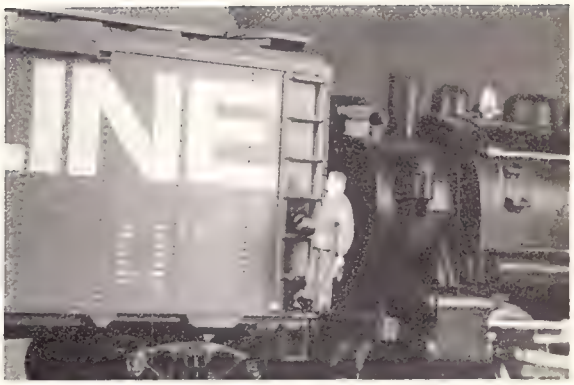

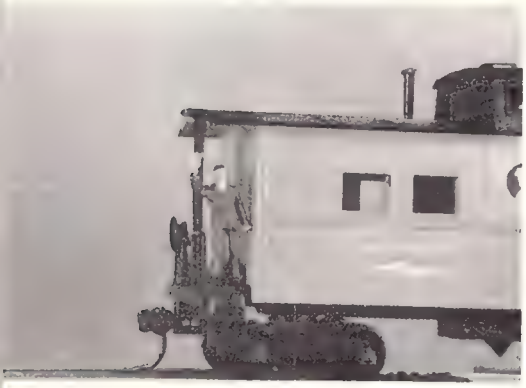

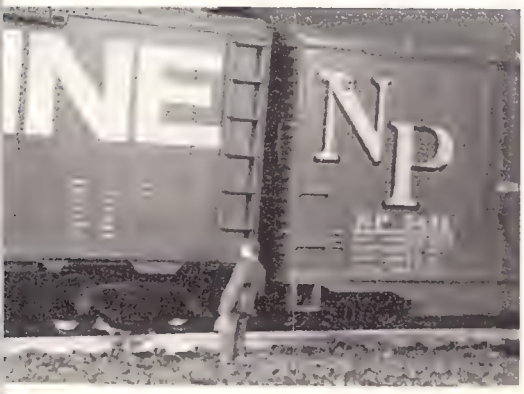

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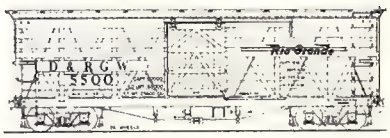

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If you are interested in doing more digging on this subject, you will need a good map. Cecil Cook, 4598 E. Oakwood Dr., Des Moines, IA 50317, can make blueline copies of a March, 1908, Copper Range R.R. map for $3.00, plus postage for three ounces; the map covers most of the Keweenaw and is around 30″×30″ in size. A series of local histories has also been done; send an

Traction is alive on Bob Mazzi's O scale Pacific Terminal Lines, which is housed in a 32′ × 32′ building. Bob also models standard gauge. His layout is open for the PSR.

CHARLEY HEPPERLE PHOTO

Classified Advertising

COMMERCIAL CLASSIFIED ADVERTISING. Rate: 39¢ per word, minimum order $4 68, all initials counted as words, zip code free. Fourth consecutive insertion of the same ad free, upon request. Payment must accompany ad copy. We must have home or business address for all ads using PO box numbers for our records. Send all Classified Ads to: Classified Ad Dept , RAILROAD MODEL CRAFTSMAN, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost All ads subject to the approval of the publisher Ads will be placed in closest category. CLOSING DATE: 20th of month three months preceeding date of issue, i.e. Feb. 20, for the May, issue Ads set in designated 6 point type with capital letters lead

ANNOUNCEMENTS

TEXAS TRAIN FESTIVAL Sept. 28 & 29th Convention Center, Temple, Texas. Exhibits, swap tables, contest, restored cars, beauty pageant and dance. Information Civic Center Box, Temple, TX 76503. 817-778-2732. 1085

SATURDAY, OCTOBER 12, 1985: 10am to 4pm, First annual Carolina in the Fall Train Fair, National Guard Armory, Belmont, NC. Models, Railroadiana, Memorabilia, collectibles Admission $1, $3 family maximum Dealer tables available. Information SSAE North Marietta Depot, Box 866006, Marietta, GA 30066 (404)427-8093 after 6pm. 1085

MONTVALE, N.J. TRAIN COLLECTOR MEETS September 29, Bergen County Model R.R. Club Train Meet at St. Joseph's Regional High School from 9 A.M to 3 P.M Admission $3.00 adults, children under ten free with an adult. Trains of all gauges, test track, refreshments, operating layout and door prizes. Information Carmine 201-790-1628, (9A.M. to 4P.M.) or Ed Boyle 201-391-3557, Bergen County Model R.R. Club, PO Box 226, Waldwick, N.J 07463. 1085

JANUARY 4-5, 1986, Atlanta Georgia New Years Show, Cobb County Civic Center, Marietta, Saturday 10-6, Sunday 10:30-4:30. Adults $2.00, both days $3.00, under 12 free. Tables $30 each. Information: Boxcar Annies, Box 335, Centerville, GA 31028. (912)953-3782. 1285

EAU CLAIRE, WISCONSIN. Old Expo Center, Hwy 12 west, Eau Claire Indianhead Model Railroad Club, Model Circus, Model Railroad Show & Railroad Memorabilia Swap. October 26&27, 1985, 9:00-5:00. $1.00 admission. Public invited. Railroad & Circus set-ups wanted. Will pay $25.00 per set-up. Railroad swap tables $10.00. Information: Old Mill Expo Center, 4777 Menard Dr., Eau Claire, WI 54703. 1085

NOVEMBER 17, 1985 Erie PA Railroadiana & Model Train Show Rainbow Gardens Waldameer Park. Admission $2.50 Adults, Senior Citizens and students $2.00. Dealer tables 14ft. $20.00; 2 or more $15.00 each 8ft. $10.00. Hours 10-4. Send LSSAE to: Carl Amidon, PO Box 207, Lake City, PA 16423. 1085

BOOKS & PUBLICATIONS

BACK ISSUES — RMC, MR, Trains, others. SSAE for list. Alker, Mayflower Court, Martinsville, NJ 08836. 1285

1985 MODEL RAILROAD INDEX of nine most popular magazines. Available January 1986, only $5.95. LSSAE for advance information $1 00 off coupon good through 12/31/85 Keystone Central Enterprises, PO Box 1046, Island Heights, NJ 08732. 186

BUSINESS OPPORTUNITIES

OVERSEAS, U.S. JOBS AVAILABLE. Unlimited opportunities Write for applications Employers, Box 387-DL, Orange Park, FL 32067. TF

EARN EXTRA MONEY selling Rubber Stamps to businesses in your area! Selling outfit $1 (postage). Stamps, 142A Park St., No. Attleboro, MA 02760. 1085

CUSTOM DECALS

CUSTOM DECALS: Superb quality, super service, lowest prices, and free estimates. Jeff's Decals, 1747 Selby Ave., St. Paul, MN 55104. 1085

CUSTOM PAINTING & BUILDING

MACHINE SHOP SERVICE. SSAE to: S. Pearlman, 1736 Bergen, Philadelphia, PA 19152. 215-742-6438. 1085

SSAE to Copper World, 101 Fifth St., Calumet, MI 49913, for a list of what is available. This is a scenic area and the industry is interesting and a modeling challenge. If you do any modeling of it, drop us a note and send a photo or two.

LA in '85

Modelers living within driving distance of Los Angeles have a doubleheader coming their way September 26-29. The Model Railroad Industry Association public trade show and the Pacific Southwest Region convention will be going on simultaneously at the Pasadena Hilton and the Pasadena Convention Center. Look for the RMC booth at the Convention Center and stop by to say hello, then register for "Try LA in '85" for a full weekend of model railroading. In addition to the usual set of good clinics, there will be tours of some really fine model railroads. If you have never attended a regional convention, this would be a good one to start with.

Addresses needed

We need the address of John J. Reap and Pierre Davis so we can return some materials to them. If you know John or Pierre, please ask them to contact us.

Bill

HOBBY CABINETS - Wall display for model trains or autos. Fine woods, choice of stains, adjustable shelves, removable Plexiglass front panel. Write for information. Custom Cabinets, Box 4044, Bethlehem, PA 18018. 1085

CUSTOM PAINTING and detailing O-HO-N scales steam, diesel and rolling stock. Full time, professional quality and fast service. All roads accepted, midwestern and western roads our specialty. LSSAE or call for details. Prototype Custom Painting, Dept. RM, 1408 Florida Avenue, Ames, IA 50010. 515-292-7296. 1085

WATCH OUT! There's smoke on the mountain as the backwoods are being cleared and the mill pond is beginning to fill so the lumbermen at base camp can support Construction Headquarters for these get acquainted specials. Deliveries are being made just in time for Holiday stop over. Supply Shed with Handcar House $39.95, Pickins Place $49.95 and Richmond Barrell Co. $59.95. These professionally constructed HO models include: material, fabrication and final paint. What? Oh, so some of you Lumberjacks are do it yourselfers. Well, SARRA'S got you covered! How about in depth presentation dealing with professional construction, painting and weathering of over the counter structures. Also included in this step by step 60 minute VHS presentation, are construction secrets from SARRA'S own tool box. This is a must video tape for all model railroad enthusiasts. The tariff? $39.95. Whatever your construction needs are, be it a professionally fabricated kit or a sophisticated video tape, this is the time to contact Base Camp! Don't delay! Call SARRA's and place your order now! SARRA's Logging & Equipment Co., Construction Headquarters, 205 Page Mill Dr., San Jose, CA 95111. 408/225-2251. Of Course Sarra accepts Visa or Mastercard. 1085

AWARD WINNING professional custom finishing, superdetailing, weathering plus sound system and command control installations are now available from SARRA'S model railroading services. Your prized equipment will be dismantled, inspected, superdetailed if desired, painted and reassembled with prestine finish including a quality assurance inspection. All locomotives will be outshopped with lenses, couplers and crew to add a final touch of sophistication. Don't get left on a siding. Send your locomotives or rolling stock to SARRA'S paint shops today! SARRA'S Logging & Equipment Co., Roundhouse Facilities, 205 Page Mill Dr., San Jose, CA 95111. 408/225-2251. 1085

CUSTOM PAINTING, detailing, locomotives, rolling stock. Custom building structures, rolling stock, to your specs. Send LSSAE for quotation. Add $1.00 for color photos. Eisele Photography, 1810 Ridgemoor Drive, Michigan City, IN 46360 TF

CUSTOM PAINTING and detailing to your specifications. Brass craftsman on staff, send LSSAE to: The Outshop, Box 893, Garden City, KS 67846. 1085

FOREIGN

BRITISH, CONTINENTAL HO/OO, locomotives, Coaches, Vans, Wagons. Mainline, Wrenn, Farish, Hornby, Lima, Liliput, Electrotren. SSAE for information: Frederick D. Wright, 720 Fifth Street, Calstadt, NJ 07072. TF

FOR SALE

GREENBERG'S NEWEST: Lionel Postwar 1945-69, #6530, $26.95; Guide to Marx Trains #6412, $40 (October); Guide to Fundimensions Trains #6535, $26.95 (October); Guide to Athearn #6413, $29.95 (October); Guide to Lionel HO #6507, $29.95 (November); Guide to Marx Toys #6570, $40 (December); Guide to LGB Trains #6580, $19.95 (Early '86); AF Numerical Parts Listing, #6550, $9.95; Guide to American Flyer S Gauge #6411, $35; Guide to Ives #6309, $40; Lionel Prewar #6410, $35. Repair & Operating Manuals: Newest! Lionel Prewar #6586, $12.95; Greenberg's Lionel Service Manual (complete reproduction—4 vols.) #6675, $125; AF S Gauge #6434, $10.95; Enjoying Fundimensions #2075, $7.95. Greenberg's Pocket Guides: American Flyer S Gauge #6518, $4.95 + 75¢ shipping per guide; Lionel Prewar-Postwar 1901-85, #6565 $5.95 + 75¢ shipping per guide. Catalogue $1.95, refundable with first order. $2.50 shipping on orders under $40. Visa, MasterCard & Choice accepted on orders over $20. Greenberg Publishing, Sykesville, MD 21784. (301)795-7447. 1185

FOR SALE 100's miniature vehicles. Stephen Morgan, Box 881, Holloman AFB N.M., 88330. 1185

35mm SLIDE SETS. Roster and scenic action slides of high quality. Great for the modeler and collector. Over 50 different sets; Amtrak, ATSF, BN, DRGW, GBW, KCS, MKT, MP, RI, SOO, SP, UP 4449, 3985, 8444, J-611, 614-T, Zephyr, Shortlines, 20 slide set $8. Catalog and samples $1. Bledsoe Rail Slides, Box 377, Crowley, TX 76036. 1285

ORIGINAL E&B VALLEY & TRAINS MINIATURES of Illinois cars. Great prices and fast service. For list send $1 refundable with first order to: Imaginative Mail Order, PO Box 100, Hawleyville, CT 06440. 1285

OUR LOSS IS YOUR GAIN . . . Buy VSP overstocks at cost and below. Over half our sales are to dealers. VSP liquidates all overstocks from several stores. Everything must be sold, regardless of cost. Savings up to 90%. Send $2.00 for six mailings in any one category. Specify which — HO, N, Z, Lionel, LBG or Marklin HO. VSP Mail, Dept. MC7, 3195 Tucker Rd., Bensalem, PA 19020. 286

PASSENGER CARRYING miniature trains, steam, gas, photos. Details $5.00 to: Trains, 169 Knight Ave., Attleboro, MA 02703. 1285

COMPLETE RMC, June 1968 to present sold as full volumes only. LSSAE for details to: Betz, Box 70045, Lansing, MI 48907. 1085

K-LINE and Plasticville for O/O27/S gauges, all at reduced prices. Send SSAE for our price list. Gene's Trains, 159 Primrose Lane, Brick, NJ 08724. 186

MARKLIN GAUGE I limited ADLER 5750-$1490, 5751-$1340, Crocodile brown 5757-$2200, green 5758-$1950. List from: G. Fortkord, Kahlerstr. 65, 4830 Gutersloh 1, West Germany. 1085

MARKLIN HO and Z lowered prices: 3308-$71, 3313-$57, 3371-$151, Z:8760-$690, 8862-$33, HO 3150 Northlander $735. List from G. Fortkord, Kahlerstr. 65, 4830 Gutersloh 1, West Germany. 1085

HO SCALE

HEY LOGGERS! Need some additional power for your railroad? SARRA's currently has available from PFM the following HO scale in mint condition logging locomotives: Shays; Caddow Rvr #11, Hillcrest, Pacific Coast, Class B 3trk, Michigan II, Coos Bay, Sauk Rvr. and Cherry Rvr., Hillcrest 3trk Climax, Vulcan Duplex, Sierra 2-6-6-2, Oregon American 2-6-2, Rayonier 2-6-2, D&RGW Motor Car, DMIR Wood caboose, Old Time passenger 3 car set. Call now and adopt a precious little orphan from SARRA. Adoption is easy and simple with Visa or Mastercard. SARRA's Logging & Equipment Co., Adoption Center, 205 Page Mill Dr., San Jose, CA 95111, 408/225-2251 - "See ya at base camp!" 1085

PECO AT SUPER LOW PRICES. Complete line of Peco HO scale in stock! Send LSSAE for prices and order information to: Quality for Le$$-Dept. RHO, 10726 Braes Forest Dr., Houston, TX 77071. 1085

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FOR FANTASTIC SAVINGS on quality HO merchandise, we're who you're looking for. We stock Tyco, AHM, Life-Like, Bev-Bel and Rivarossi HO. We also have in stock: railroad watches, belt buckles and railroad specialty items. Our list shows only a few Bev-Bel and Rivarossi items, but we are above to obtain any items they are currently producing. A SSAE will bring you one of our lists. Toy Town Terminal, 226 Front Street, Winchendon, MA 01475. 1085

CODE 81-83 rail in stock. Detailed cast frogs and points sets. No filing of stock rails necessary when assembling turnouts. SSAE for list and rail data. Right-O'-Way, Box 25735, Los Angeles, CA 90025. TF

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MISCELLANEOUS

THE BEST TRAIN & PARTS computerized inventory system for Vic-20 and Commodore-64. Guaranteed! Steel Valley Train Show, PO Box 10977, Pittsburgh, PA 15236. 286

THE BEST TRAIN computerized inventory systems for Vic-20 and Commodore-64. $25.95 plus $3.00 shipping and handling. Guaranteed! Steel Valley Train Show, PO Box 10977, Pittsburgh, PA 15236. 286

PERSONALIZED MODEL RAILROAD mugs. Custom hand lettered and kiln fired. Your choice of railroad name, personal name and title. Example: Mountain Central Railroad, John Smith, chief engineer $8.95 each, plus $2.50 packaging and shipping costs. California add 6% sales tax. 5 to 6 weeks scheduling and delivery. Print desired lettering on order, PO Box 18402, Irvine, CA 92713. 1185

RAILROAD PASSES, letterheads, club membership cards. Reasonable prices Samples, catalog $1.00. David's Press, 85 Glennwood Blvd., Hudson, NY 12534. 1085

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N SCALE

NTRAK Newsletter 48 page bi-monthly N scale magazine. Articles on improving engines and turnouts, kitbashing, new products, collecting and layout photos. $10 year plus NTRAK module manual and N information booklet or $3 for sample copy, manual and information booklet. We also have "The NTRAK Module 'How-to' Book". Over 100 pages of photos and drawings. Chapters on carpentry, track laying, wiring, and full NTRAK module specs. $9 ppd. Get book and one year Newsletter $18. NTRAK, 2424 Alturas Rd., Atascadero, CA 93422. 486

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NEW YORK CENTRAL 1986 CALENDAR. Cover painting by Howard Fogg. A different photo for each month. Historical dates noted. $4.95 each. Ohio residents include 32¢ sales tax. New York Central System Historical Society, Dept. A, Box 58994, Philadelphia, PA 19102-8994. 286

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CUSTOM EMBROIDERED PATCHES. Minimum five patches. Any size, shape, color. Hein Specialties, Inc., Dept. 202, 4202 N. Drake, Chicago, IL 60618. TF

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LIONEL, MPC, Lionel HO, American Flyer, new and expanded list; Trains and parts. LSSAE, Jeff Askenas, PO Box 5063, Hollywood, FL 33083-5063. 1285

WANTED: OLD TOY TRAINS: Lionel, Ives, Flyer, Marx, catalogs. Nobody pays more. John Cox, 18025 8th Northwest, Seattle, WA 98177. TF

CASH FOR AMERICAN FLYER S gauge collections, parts or individual pieces. Ron Leventon, 1411 SW Johnson Avenue, Chehalis, WA 98532. (206)748-3643. All phone expenses are reimbursed upon payment of merchandise. 1085

AMERICAN FLYER equipment for sale. 60 page catalog, $1 00. Ron Leventon, 1411 SW Johnson Avenue, Chehalis, WA 98532. (206)748-3643. 1085

LIONEL—AMERICAN FLYER—BUDDY "L" Ives 1985 parts catalog, 250 pages, standard "O", HO, prewar/postwar, $5.00 ppd. Restoration Train Parts, RD 1, Queensboro Manor, Gloversville, NY 12078. 286

TRAIN COLLECTIONS AND STORE INVENTORIES bought for cash anywhere, anytime. Lionel, MPC, Flyer, Brass, all scales, etc. Tom Phelps, 48-21 40th Street, Long Island City, NY 11104. 718-719-4390. 1085

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COLLECTOR WANTS TO BUY old toy trains. Lionel, Ives, Marklin, etc. One piece or an entire collection. Tom Ryan, 234-04 Bay Street, Douglaston, NY 11363. TF

WANTED

LIONEL TRAINS WANTED! Any amount, any condition. Excellent prices immediately paid. Call or write to: William Pierson, 18-1st Ave., Haddon Heights, NJ 08035. (609)546-5751. We will pay your postage. 1285

WANTED: LIVE STEAM ENGINES 14-15-16 gauge. Diesel locomotive cars. 14-15-16 Gauge Miniature Train CO style or other. Rail 8-12-16 lb. Private Party. Paul 312-486-0466 days or 312-286-6164 evenings. 1085

WANTED: Slides and photos of Lehigh New England rolling stock. R. Mohowski, 1001 Crystal Lake, Terr., Franklin Lakes, NJ 07417. Material to be used in future RMC articles. TF

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MARKLIN Z is the place to be! Superb prices plus specials and limited run items. And now Mastercard/VISA. October examples: 8617 (container car) Catalogs $10.00, our price $6.10; 8500 (straight track) Catalog $1.60, our price 90¢. Send 22¢ stamp for list. Modellbahn Freunde, PO Box 12595, St. Louis, MO 63141. 1085

Exchange Place

NON-COMMERCIAL ADS ONLY from readers. Rate: 20 words or less $2.00, additional words 10¢ each. Payment must accompany ad copy. We must have home address for all ads using PO box number. No box service. Send to: Exchange Place, RAILROAD MODEL CRAFTSMAN, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. CLOSING DATE: 20th of month three months preceeding date of issue, i.e. Sept. 20, 1982 for the Dec. 1982 issue. Ads received late will be inserted in following issue. Print or type clearly. All ads set in designated 6 point type with capital letter lead. No dealers, please. Persons with lists may request postage but may not charge for the list itself. Buyers may assume that all items listed in this Exchange Place are used, and that a stamped self-addressed envelope is necessary to receive a reply from an advertiser (SSAE). All ads subject to the approval of the publisher.

WANTED: Old toy trains and accessories. Lionel, American Flyer, Ives, Bing, Marklin, others. Also toys. Richard Trautwein, 437 Dawson St , Saut Ste. Marie, MI 49783. 1185

WANTED TO BUY - dimensioned plans and drawings of old streetcars, trolleys, engines, trains. S. Pearlman, 1736 Bergen, Philadelphia, PA 19152. 1085

WANTED: Old Fleischmann and Marklin locos, also "O" Lionel Streamliners. Write: Duchesne, 12 Rue Valles, B 4220, Jemeppe, Belgium. 1185

PRICES DROP 10% MONTHLY: GG-1, complete Milw passengers, general, rare MPC, "cheapies", prewar, catalogs, Ives. AMT, Marx, 1Gg, AF/Oga. 44¢ LSSAE to: Keith, 2633 Riviera Ct , White Bear Lake, MN 55110.

FOR SALE: S scale farm equipment, cars, semi's and industrial equipment Send SSAE for list. Kevin Dudenbostel, R R 1, Box 21A, Steeleville, IL 62288

WANTED American standard passenger cars heavyweights ¼" scale built up or kits C. Kowal, 6911 South Karlov Ave., Chicago IL 60629

SALE: HO brass, passenger cars, mostly mint. Craftsman, plastic car kits, built-ups and RTR, and decals, mostly mint. Books, magazines, and catalogs - cheap. Send large SSAE for list. Henry O'Connor, 1419 Basilan Lane, Houston, TX 77058. 1185

BRASS HO — Westside SP 217T 0-6-0 $140, NJCB Virginian USA 2-8-8-2 $545, Alco EMD, DD35A $230, Alco Erie 2-10-2 $170, NJCB DRGW M78 4-8-2 $220, NJCB Burlington (CB&Q) O5B 4-8-4 $240, NJCB C&O 2-10-4 $250. List for SSAE to: Bob Felber, PO Box 181, Syosset, NY 11791.

HAVE: Lionel 773, 2363A-B, 1615, 6464, 2024A-A, 225, 2344A-A, 2328, 6000 series freight, 2365, 2242A-B, 2240A-B, 50, 52, many others. Send LSSAE to: Richard Denes, 9 Lee Street, Hopelawn, NJ 08861.

HALLMARK T&P 4-8-2 "Mountain", pictured in August 85 MRR, testrun, weighted, unpainted, new in box $300. Richard Bourgerie, 702 Village Dr. E., Carmel, IN 46032.

FOR SALE: American Flyer Passenger Train, 322 AC Hudson and tender. It puffs smoke and has ChooChoo passenger cars 652, illuminated pullman 653, illuminated baggage and club car 654, illuminated observation car, link couplers, red finish on cars. Needs touch up, track and transformer ready to run bought new in 1947 used very little $275.00 in original boxes for cars. American Flyer Freight train 312 AC Pennsylvania and tender. It puffs smoke and has Choo-Choo link couplers. Cars 633R box car, 632 Hopper car, 631 Gondola car, 630 illuminated caboose track and transformer ready to run, original boxes for cars bought new in 1948 used very little $295.00. American Flyer items 100 watt transformer small hole and crack in case. Excellent working condition $16.00; 40 watt $7.00. Diesel horn for parts $6.00, control buttons, lumber car, log loader log unloader $2.00 each, Gilbert crossing signal for HO track 2¼" high, 2 red working lights no. P-13C555 $15.00. Ives manual crossing gate illustrated in Richard O'Brien Train Guide race Circa 1930's $18.00. Lionel no. 1024 manual left switch $8.00. Money orders only. Elmer Lerner, 1622 Ohio Ave., Youngstown, OH 44504.

WANTED: 1-Cary, Pennsey N-1 boiler! AHM, 12-1 Pullman cars. C.V. six wheel passenger trucks. Brass clear vision tender for 0-8-0 switcher. Norman L. Wedekind, 1742½ W. Marine Ave., Wilmington, CA 90744.

OLD LOCOS WANTED: Buy/trade for non-import H.O., Varney, Mantua, or ?. Ross, 432 Park Charles Blvd. South, St. Peters, MO 63376. 186

WANTED: Pre 1940 toy autos, trucks, boats, planes. Iron, tin, tootsietoys etc. Top cash offers. Al Sabol, 220 Outlook Pittsburgh, PA 15228. 1085

WANTED: Mary 3/16 trains; set #25040; other 25XXX series; Hudson, Pacific, diesel. sets; engines, cars; stations; catalogs (0-27). R. Owen, Box 204, Fairborn, OH 45324. 186

FOR SALE: Alco C-630 N&W HH, painted, original box, test run only. John Chambers, 2039 Ogilvie Road, Ottawa, Ontario, K1J 7P1, Canada

WANTED DESPERATELY: Hallmark HO GE 70-ton diesel; ATSF mixed train caboose and Drovers car; Frisco baggage caboose; SSW mixed train caboose and US hobbies pulpwood cars. Please state consition and asking price. W.L. Pippin, Jr., PO Box 9966, Atlanta, GA 30319. 404-458-6200.

WANTED: LGB, Pola, Kalamazoo, like new condition or better. Ed La Bonte, 128 S. Florida St., Laurium, MI 49913. 906-337-2703. 186

SELLING large collection Matchbox, Corqi, Dinky, Solido, Brooklin, Tomica, Tekno, tin. Catalog $1.00 to: James Wieland, Box 264825, Bethlehelm, CT 06751. 1185

WANTED: Atlas GP-38's High Hood and SD-35's. Send description or photo and price to: G.P.H., 23611 Harvard Shore Dr., St. Clair Shores, MI 48082. 1085

WANTED: Mantua Goat (metal), other H.O. locomotives by Mantua, Varney, etc. Ross, 432 Park Charles Blvd. South, St. Peters, MO 63376. 686

WANTED: Tenshodo shortly smooth side streamline passenger cars, English Yard Bird, Mantua Brass Mighty Mite. E. Hengst, 22312 Cass Ave., Woodland Hills, CA 91364.1185

HAVE: ERIE LACKAWANNA freight car and non-revenue rolling stock original kodachrome slides available for sale. Send large size stamped self-addressed envelope for list of items currently available. Preston Cook, PO Box 2009, Newport News, VA 23602. 1285

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WANTED: Flyer Daylight S scale. Trade Lionel, On3, HO 26 PR KD O gauge couplers, 16 PR On3 trucks for S scale. Reno, Box 13311, Lake Tahoe, CA 95702. 1285

HAVE: Lionel original color catalogs 1922-1975. Reproduction catalogs 1903-1941: Lionel A-Flyer, Ives. Magazines 1916-1984: RMC, Railfan, Trains, MR, Railroad, Model Builder, Toy Trains, Model Maker, R-L-H-S Bulletins. Pennsylvania Railroad calendars, Locomotive, carbuilders cyclopedias. Train catalogs: PFM, Alco, Westside, Sunset, Marklin, Fleishmann, Rivarossi, Varney, Mantua, Tyco Baldwin Locomotive Magazines, specify wants. 88¢ SSAE to: Ben Smith, 861 Ronnie Lane, Philadelphia, PA 19128. 1285

WANTED: Welz-Amfleet coaches and junk Lionel GE 44 ton switcher. HAVE: prints of Stewartstown RR reopening. SSAE to: Wayne H. Spyker, RD 2, Box 2152, Stewartstown, PA 17363. 1285

WANTED: HO freight car kits - Thomas Sinclair, Magnolia, Columbia Southern tanks; Ayres Flat; Suncoast Gondola; Camino CNJ Box; Binkley Flat, Gondola, Hopper, Tank; Laconia Hopper; Globe, Railmaster, Con-Cor - any. Woelfer, 409 Greenland Dr., Lancaster, PA 17602. 1285

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HAVE: One five year collection of N gauge trains. Would swap for Atlas HO switches and HO structures. Also have a Atari 800 XL with 822 thermo printer and data set. Swap for HO sound systems? Send for my list. Bob Hart, Jr., 1817 Evergreen St., Alton, IL 62002.

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WANTED: Athearn metal HO pulpwood racks. Silver Streak cabooses: Southern Railway (#125); MP 32' Drovers (#107); Caboose Supply Car (#806). Kit or built. Bill Pippin, PO Box 9966, Atlanta, GA 30319.

WANTED: Varneys Aerotrain coaches. Tyco Talago cars and extra units. Tyco street car track curved and straight Harper, Rt2, Box 5, Lowes Trailer Park, Milan, TN 38358.

WANTED: Lionel HO U18B diesel locomotives, any condition. Mike Walsdorf, 109 Golfview Lane, Covington, LA 70433.

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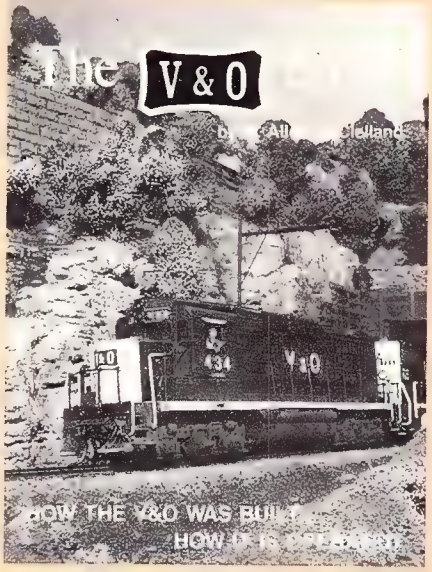

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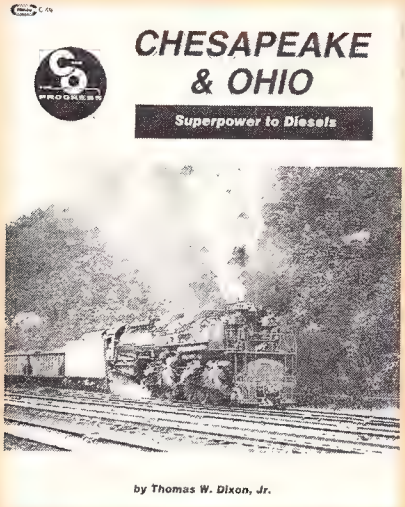

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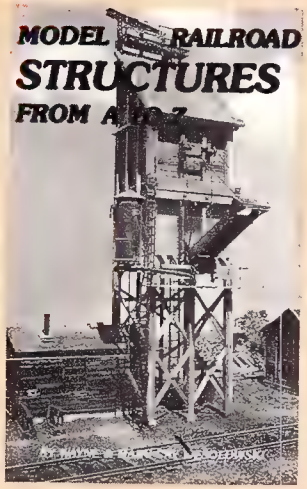

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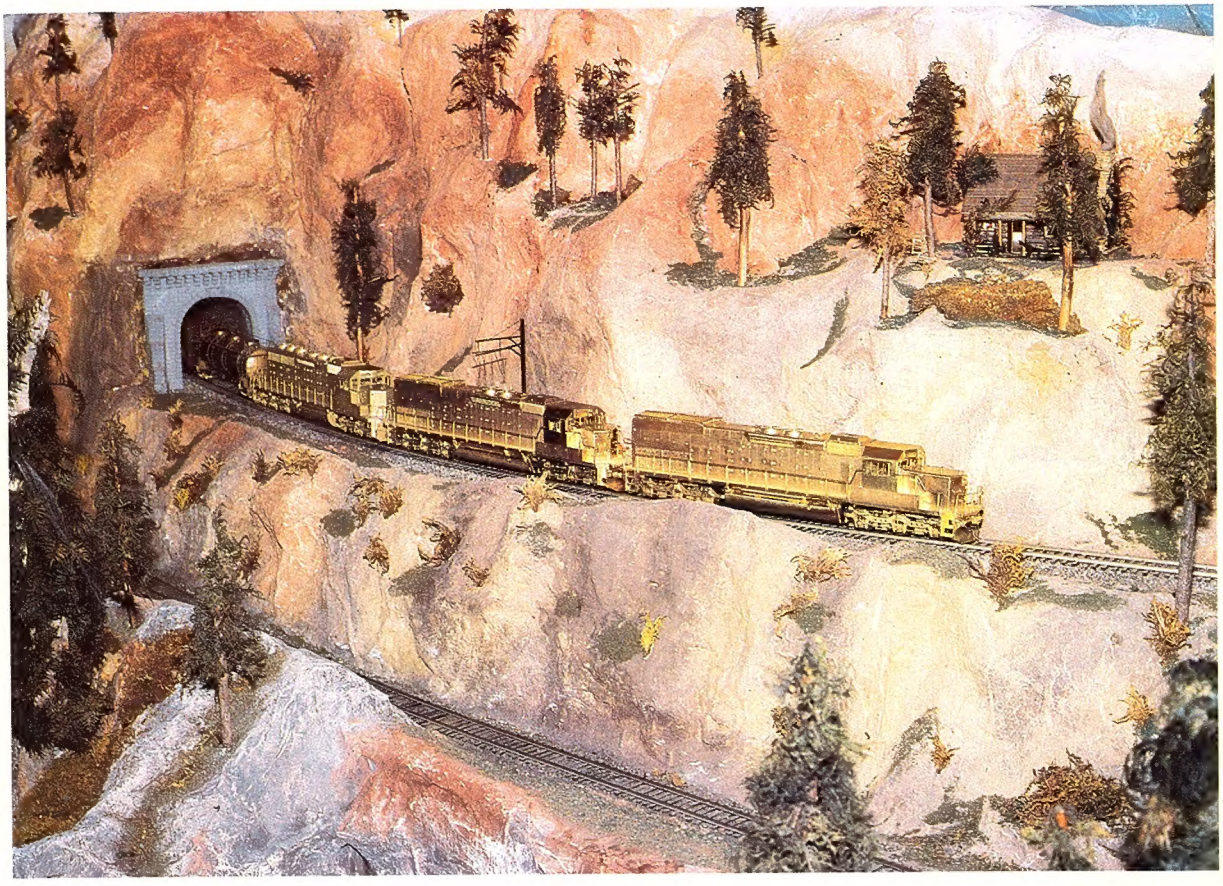

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